Form No. S16-III
表格第 S16-III 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP.131)

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Renewal of Permission for such Temporary Use or Development*

適用於祇涉及位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議*

****Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area)and Renewal of Permission for such Temporary Use or Development.***

****其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。***

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-LYT/766
	Date Received 收到日期	13 JUL 2022

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.info.gov.hk/tpb/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.info.gov.hk/tpb/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☑Mr. 先生 / ☐Mrs. 夫人 / ☐Miss 小姐 / ☐Ms. 女士 / ☐Company 公司 / ☐Organisation 機構)

Lau Wing On
劉永安

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐Mr. 先生 / ☐Mrs. 夫人 / ☐Miss 小姐 / ☐Ms. 女士 / ☑Company 公司 / ☐Organisation 機構)

Toco Planning Consultants Limited

達材都市規劃顧問有限公司

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 2,008.75 sq.m 平方米 ☑About 約 ☐Gross floor area 總樓面面積 ..... sq.m 平方米 ☐About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	..... sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE- LYT/18
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Agriculture" ("AGR")
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☐ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☑ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification
就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)" # notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☑ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☑ posted notice in a prominent position on or near application site/premises on
15.6.2022 (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☑ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on 21.6.2022 (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B))
(如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Temporary Public Vehicle Park (Private Car and Light Goods Vehicle) (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	2,008.75 .....sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	.....sq.m ☐About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	.....sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	.....sq.m ☐About 約
Proposed gross floor area 擬議總樓面面積	.....sq.m ☐About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

.....
.....
.....
.....

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	58
Motorcycle Parking Spaces 電單車車位	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	5
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
Others (Please Specify) 其他 (請列明)	

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	
Others (Please Specify) 其他 (請列明)	

Proposed operating hours 擬議營運時間

24 hours daily

(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Please see attached Planning Statement. ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐

(e) Impacts of Development Proposal 擬議發展計劃的影響

(If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)

(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情
	No 否	☑
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Please see attached Planning Statement

(B) Renewal of Permission for Temporary Use or Development in Rural Areas 位於鄉郊地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/_____/_____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： _____ _____ _____ Reason(s) for non-compliance: 仍未履行的原因： _____ _____ _____ (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

7. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明）。

Please see attached Planning Statement

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

CHAN TAT CHOI ..... Managing Director .....

Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他 ..... MPIA .....

on behalf of 代表 ..... TOCO Planning Consultants Limited .....
☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 ..... 24.6.2022 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot 466 (part) in D.D. 83, Kwan Tei, Fanling 丈量約份第83約地段第466號(部份)
Site area 地盤面積	2,008.75 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/18 龍躍頭及軍地南分區計劃大綱草圖編號S/NE- LYT/18
Zoning 地帶	"Agriculture" 「農業」
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Public Vehicle Park (Private Car and Light Goods Vehicle) 臨時公眾停車場 (私家車及輕型貨車)

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
		Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用		
		Non-domestic 非住用		
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)	
			Storeys(s) 層 ☐ (Not more than 不多於)	
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)	
			Storeys(s) 層 ☐ (Not more than 不多於)	
(iv)	Site coverage 上蓋面積	% ☐ About 約		
(v)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	63	
		Private Car Parking Spaces 私家車車位	58	
		Motorcycle Parking Spaces 電單車車位		
		Light Goods Vehicle Parking Spaces 輕型貨車泊車位	5	
		Medium Goods Vehicle Parking Spaces 中型貨車泊車位		
		Heavy Goods Vehicle Parking Spaces 重型貨車泊車位		
		Others (Please Specify) 其他 (請列明) _____ _____		
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑
土地用途地帶及位置圖 Zoning and Location Plan, 地盤及土地類別圖 Site and Land Status Plan,		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
申請地點現況的照片 Photos of the current conditions of the application site		

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

Appendix Ia of RNTPC
Paper No. A/NE-LYT/766A

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Private Car and Light Goods Vehicle) for a Period of 3 Years, at Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling

PLANNING STATEMENT

Toco Planning Consultants Ltd.

OZZO Technology (HK) Ltd.

TOCO

Table of Contents

Executive Summary

In view of the continuous demand for car parking facilities for the villagers and the residents of Kwan Tei Village, Mr. Lau Wing On – the Indigenous Inhabitant Representative of Kwan Tei Village (the Applicant) would like to provide a temporary village car park at a suitable location in Kwan Tei. This section 16 application is submitted by Toco Planning Consultants Ltd. on behalf of the Applicant to seek permission from the Town Planning Board for the proposed temporary public vehicle park (58 private car and 5 light goods vehicle) for a period of three years in a portion of Lot 466 in D.D. 83, Kwan Tei, Fanling. The application site is about 2,008.75m^2 in area and falls within an area zoned "Agriculture" ("AGR") on the draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE- LYT/18.

Planning and technical assessments have shown that the application site is suitable for the proposed temporary village car park since it is mainly flat, partly covered with wild grass and vacant without any planned development. Being adjacent to the "Village Type Development" zone, the proposed use is compatible with the surrounding land uses which are predominantly village houses, vacant land and dry abandoned field. It will not result in any significant adverse impacts on the traffic, environmental, drainage and landscape aspects of the locality. Being temporary in nature, the approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the "AGR" zone. It will help relieve the parking problem in Kwan Tei Village and have positive impact to the traffic condition in the area by reducing the illegal roadside parking.

行政摘要

(內容如有差異，應以英文版本為準)

鑒於軍地村的村民及居民對停車場設施的持續需求，劉永安先生 (申請人) 作為軍地村的原居民代表，打算在軍地的適合地點提供臨時村用停車場。申請人於是透過達材都市規劃顧問有限公司，根據城市規劃條例第 16 條向城市規劃委員會遞交規劃許可申請，以准許在丈量約份第 83 約地段第 466 號的部份地方，作擬議臨時公眾停車場 (58 個私家車及 5 個輕型貨車)，為期 3 年。申請地點面積約有 2,008.75 平方米，現時在龍躍頭及軍地南分區計劃大綱草圖編號 S/NE- LYT/18 上被訂為「農業」用途區。

規劃及工程評估認為申請地點平坦、部份只覆蓋著野草、及空置而沒有發展計劃，因此很適合作擬議臨時村用停車場。另外，申請地點毗連「鄉村式發展」地帶，周邊地方主要是村屋、荒地及廢置的乾旱草地，因此擬議用途不會與毗連土地利用不相協調，同時亦不會對區內的交通、環境、排水及園景造成不良影響。由於擬議用途屬臨時性，因此批准是次申請不會為類似申請立下不良先例，從而影響「農業」地帶的長遠規劃意向。相反，本計劃有助改善軍地村的泊車問題，以減少路旁違例泊車，對區內交通情況有正面效果。

1. INTRODUCTION

This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of Mr. Lau Wing On, the Indigenous Inhabitant Representative of Kwan Tei Village (the Applicant). It seeks the permission of the Town Planning Board (the Board/ TPB) to provide a temporary public vehicle park (58 private car and 5 light goods vehicle) for a period of three years in a portion of Lot 466 in D.D.83, Kwan Tei, Fanling. The application site is about 2,008.75m^2 in area and is zoned "Agriculture" ("AGR") on the draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/18 (**Plan A**).

Kwan Tei Village is located at a relatively remote area with minimum public transportation nearby. In response to the continuous demand for car parking spaces for the villagers and the residents of Kwan Tei Village (see **Appendix I**), the Applicant would like to provide a temporary village car park at the application site. The Applicant had previously submitted a s.16 planning application for the aforesaid use (No. A/NE-LYT/718) and it was rejected by the Board on 6.3.2020 mainly on the reasons of agricultural and traffic concerns.

In response to the departmental concerns, the Applicant has submitted a new s.16 planning application with the following improvements:

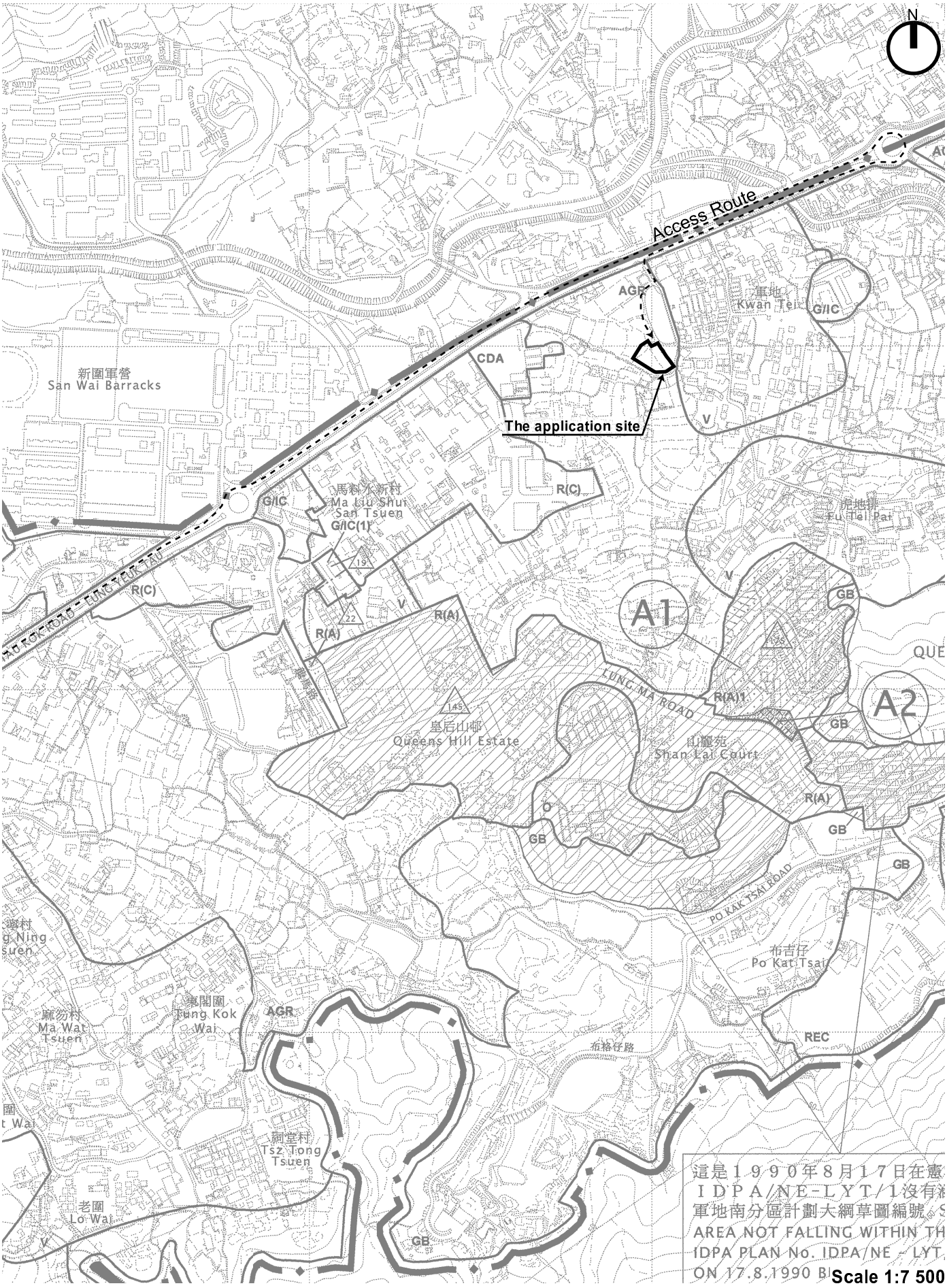
(a) the subject car park will be temporary in nature and its size has been suitably reduced in order to minimise the utilisation of "AGR" land;

(b) wild grass will be removed and no land filling will be involved for the subject car park so as to easily reinstate the site upon expiry of the planning permission (if obtained); and

(c) a Traffic Impact Assessment (TIA) with a workable traffic scheme has been prepared by the traffic consultant – OZZO Technology (HK) Ltd. (see **Appendix II**).

The present application is well justified based on the following reasons:-

(a) the proposed public vehicle park is intended to meet the genuine demand for more parking spaces to serve the local residents and villagers in Kwan Tei Village;
(b) it would help relieve the parking problem in the area and have positive impact to the traffic condition in the area by reducing the illegal roadside parking;
(c) the application site is suitable for the proposed use since it is located at a convenient location and is adjacent to the "Village Type Development" ("V") zone;
(d) the proposed use is compatible with the surrounding land uses which are predominantly village houses, vacant land and dry abandoned field;
(e) the temporary application will not frustrate the long-term planning intention of the "AGR" zone;
(f) it will not result in any significant traffic, environmental, drainage and landscape impacts; and
(g) it will not set an undesirable precedent in view of the circumstances of many approved cases in the area were similar to this application.



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Plan A: Zoning and Location Plan

Extract of Draft Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No.S/NE-LYT/18

2. PLANNING BACKGROUND

2.1 Site Location and Accessibility (Plan A)

The application site is located at the western fringe of Kwan Tei Village, Fanling. It is bounded by a football field and Kwan Tei Children's Playground (**Photo 4**) to the north; a small village car park and a pond (**Photo 1** and **Photo 3**) to the east and northeast; a piece of land covered with unused land and fallowed agricultural land to the south; and the vacant land with some wild grass, trees and a stream to the west (**Photo 5**). The site is accessible from the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau via a local track (**Photo 6**).

2.2 Site and Adjacent Land Uses (Plan B)

The application site has a total area of about 2,008.75m^2 and present is mainly flat, vacant and partly covered with wild grass (**Photo 1** and **Photo 2**). There is no planned development for the site.

The surrounding land uses are predominantly rural in character intermixed with village houses, vacant land and flat land covered with dry abandoned field and wild grass. The village proper of Kwan Tei Village is located further east of the site.

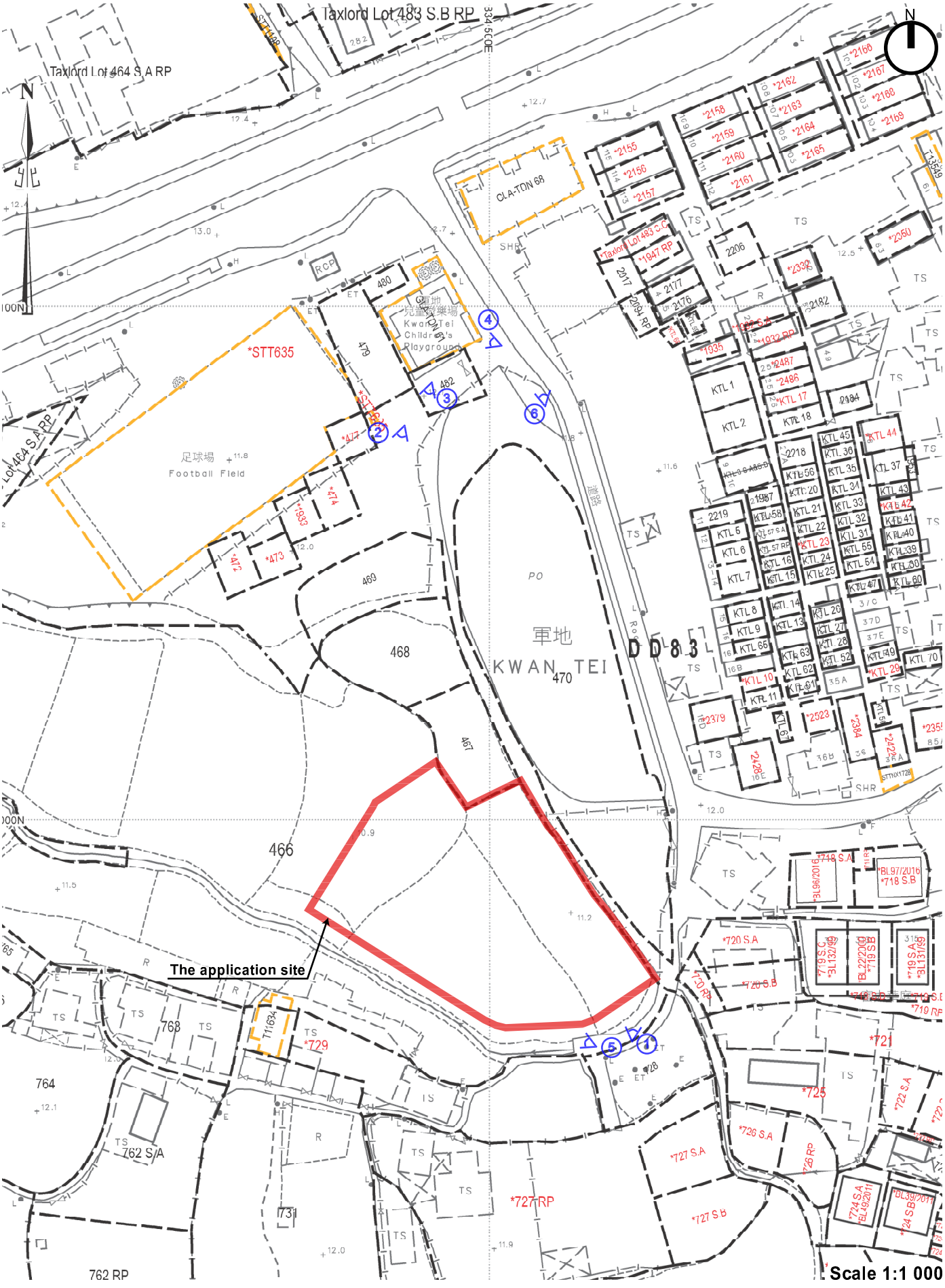
2.3 Planning History

The application site is zoned "AGR" on the draft Lung Yeuk Tau & Kwan Tei South OZP No. S/TNE-LYT/18. The planning intention of this zone is primarily to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purpose.

The application site is the subject of a previous s.16 planning application (No. A/NE-LYT/718) for the same use as proposed in this application for a period of 3 years. The planning application was rejected by the Board on 6.3.2020 mainly on grounds that the Applicant had failed to demonstrate that the development would not cause adverse traffic impact on the surrounding areas; and relevant departments shown concern on agricultural point of view. Hence, the Applicant has taken into account the departmental comments of the previous application and prepared a workable scheme with detailed planning and technical assessments for the consideration of the Board.

2.4 Land Status (Plan B)

The application site involves Lot 466 (Part) in D.D. 83 which is an Old Scheduled Agricultural Lot under Block government Lease. The proposed vehicular access would be routed through various private lots (i.e. Lots 467, 468, 469 and 482 in D.D. 83) and the Applicant has already obtained consent from the respective lot owners.



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Plan B: Site and Land Status Plan

Photo 1: The application site (southern portion).

Photo 2: The application site (northern portion).

Photo 3: Pond and area leading to the Site

Photo 4: Kwan Tei Children's Playground

Photo 5: Stream and vacant land west of the Site.

Photo 6: Local Road via Sha Tau Kok Road

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Site Photos

3. DEVELOPMENT PROPOSAL

Kwan Tei Village is located at a relatively remote area with minimum public transport facilities nearby. In view of the continuous demand for car parking spaces to serve the local residents and the villagers of Kwan Tei Village (see **Appendix I**), and there is a lack of public vehicle parking area in the vicinity, the Applicant would like to provide a temporary village car park at the application site.

As shown on the layout plan in **Plan C**, the proposed scheme of this application will have the following facilities and operation:-

(i) <u>Car Parking Layout</u>

With a total application site area of 2,008.75m^2, there will be 58 parking spaces for private cars (measuring 2.5m x 5m each) and 5 Light Goods Vehicle (LGV) parking spaces (measuring 3.5m x 7m each) within the site. No structure or kiosk will be erected on the site. Swept path analysis has been conducted in the TIA to ensure ease of vehicle manoeuvring within the proposed scheme (see **Appendix II**). The car park layout is found to have no manoeuvring issue.

Wild grass will be removed and no land filling will be involved for the proposed car park so that the application site could be easily reinstated upon expiry of the planning permission (if obtained).

(ii) <u>Access Arrangement</u>

The application site is accessible from Sha Tau Kok Road – Lung Yeuk Tau via a local track. The vehicular access would be routed through various private lots (i.e. Lots 467, 468, 469 and 482 in D.D. 83). The Applicant has already obtained consent from the respective lot owners and will undertake to manage and maintain the temporary road alignment arrangement.

A temporary road alignment arrangement to the site will be maintained between 3.5m and 5.5m width and a passing bay of 2.5m to allow for a vehicle to wait while another vehicle passing by. A 1.5m footpath will be indicated adjacent to the Kwan Tei Children's Playground and temporary pedestrian railings will be installed so as to serve as a buffer to reduce the interface conflict between vehicles and users of the playground. The temporary road alignment is proposed to use gravel so it could be easily reinstated if necessary.

(iii) <u>The Operation</u>

The proposed car park is to serve the nearby villagers and local residents only. The operation hours of the temporary public vehicle park will be 24 hours per day. Similar to the normal practice of the local villages in the N.T., the proposed public vehicle park will be on payment of a fee on monthly basis. It will only be available for the use of local residents and villagers of Kwan Tei Village and the payment procedure shall be made in the Rural Committee/ Village Office.

Sha Tau Kok Road - Lung Yeuk Tau

1.5m Footpath with Pedestrian Railings

2.5m

3.5m

5.5m

6.1m

6.7m

5.7m

5.5m

2m

3m Setback from the Top of the Bank of an Existing Small Stream

0 8 16 24 32

LEGEND:

- Site Boundary
- Temporary Road Alignment
- Proposed Pedestrian Railing
- Parking Spaces for Private Cars
- Parking Spaces for Light Goods Vehicle

OZZO TECHNOLOGY

Plan C: Layout Plan

(iv) Landscape Consideration

The Landscape Unit of Planning Department (PlanD) had no adverse comment on the previous application and considered that it is not necessary to impose a landscape condition as the effect of additional landscaping on enhancing the quality of public realm is not apparent. However, the Applicant has proposed to provide adequate buffer between the application site and the surrounding vegetation, stream and the pond. Fencing will be provided around the application site in order to physically separate the landscape, water source and the proposed development. No site formation works will need to be carried out for the development, so that the area can be used for future agricultural rehabilitation if necessary.

(v) Drainage Consideration

Perimeter 500mm drainage channels will be provided on site and connect to existing underground stormwater drain to the satisfaction of the Director of Drainage Services. Detailed drainage proposals will be submitted upon approval of the s.16 application. A qualified engineer should be engaged in the detailed design stage to provide detailed designs for the internal site drainage layout and the drainage connection between the site and the existing drainage system in the vicinity.

(vi) Environmental Consideration

No car washing, vehicle repair, dismantling, paint spraying or other workshop activities will be allowed within the application site. The Environmental Protection Department (EPD) had no adverse comment on the previous application. Nevertheless, the Applicant will follow the latest “Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses” issued by Environmental Protection Department and comply with all environmental protection/ pollution control ordinances, in particular the Water Pollution Control Ordinance.

(vii) Fire Safety Consideration

Fire protection facilities such as fire extinguishers will be provided at the site to meet the standards of relevant departments.

4. PLANNING JUSTIFICATION

4.1 Meeting the Strong Demand for Car Parking Spaces in the Area

Kwan Tei Village is a well developed village which comprises a number of village houses, local tracks and village supporting facilities. It is located at a relatively remote area with minimum public transportation nearby. This results in a genuine demand for car parking spaces to serve the local residents and villagers in the area. However, there is insufficient space available for providing proper public vehicle parking facilities within the village.

The Applicant – the Inhabitant Representative of Kwan Tei Village had obtained an agreement from the landowner of Lot 466 in D.D.83 and intends to provide a temporary village car park at the said lot. A s.16 planning application (No. A/NE-LYT/718) for a proposed car park was submitted to the TPB in 2019. However, it was rejected by the Board on 6.3.2020 mainly on the reasons of agricultural and traffic concerns. Subsequently, the Applicant had commissioned Toco Planning Consultants Ltd. to submit a s.16 planning application for a temporary public vehicle park of 11 car parking adjoining the application site. The application was approved by the Board on 5.2.2021 (No. TPB/A/NE-LYT/742).

However, the villagers and local residents of Kwan Tei Village have expressed to the Applicant that the supply of car parking spaces still could not cope with the demand. They have expressed their wish of providing more car parking spaces to the Applicant (see **Appendix I**). Thus, the present application is submitted with workable scheme and detailed planning and technical assessments for the consideration of the Board.

4.2 Site Suitable for Temporary Village Car Park

The application site is suitable for a proposed public vehicle park to serve the local residents and villagers. It is located at the western fringe of Kwan Tei Village, which is with a short walking distance to the village proper of Kwan Tei Village. The site is flat and partly covered with wild grass, and no significant landscape resource is observed. The Applicant shall be reminded to implement good site practice so not to pollute the water course nearby.

The application site is currently vacant without planned development. The approval of this application would help relieve the parking problem in the area and have positive impact to the traffic condition in the area by reducing the number of illegal roadside parking.

4.3 Temporary Application Without Affecting the "AGR" Zone

The application site falls within an area zoned "AGR" on the draft Lung Yeuk Tau and Kwan Tei OZP. Although the planning intention of the "AGR" zone is to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purpose, it is considered that the approval of the application on a temporary basis for a period of three years will not frustrate the long-term planning intention of the "AGR" zone. Moreover, the application site is suitable for the proposed public vehicle park to serve the local residents and the villagers since it is adjoining the "V" zone. The site is vacant and flat, thus no site formation works will need to be carried out for the proposed temporary car park.

In response to departmental comments, the scale of development has been suitably revised by reducing the site area from 3,400m^2 to 2,008.75m^2, while the 63 number of car parking spaces can still remain unchanged. Removable materials will be used for the construction of the subject car park so that the site could be easily reinstated upon expiry of the planning permission (if obtained). Therefore, the subject temporary proposal will not frustrate the long-term planning intention of the "AGR" zone for future agricultural rehabilitation.

4.4 Compatible Design and Operation of the Car Park

The proposed public vehicle park at the application site is compatible with the adjacent land uses which are predominantly village houses, vacant land and dry abandoned field. There is a small scale temporary car park adjoining the application site.

A 1.5m footpath will be indicated between the access road and Kwan Tei Children's Playground to provide a buffer to reduce the interface conflict between vehicle and users of the playground. Fencing will be provided around the application site in order to physically separate the major vegetation, water source in the vicinity and the proposed development.

Given the temporary nature, small scale and proper design and operation of the development, the temporary public vehicle park is considered compatible with the surrounding land uses. With a workable traffic scheme proposed under this application, the traffic generated from the small car park with 63 parking spaces will be minimal.

4.5 Minimum Traffic Impact

A Traffic Impact Assessment has been carried out as presented in **Appendix II**. It has the following conclusions:-

(a) In order to appraise the existing traffic conditions in the vicinity of the application site, traffic count surveys were undertaken over the AM and PM peak periods on 18 May 2022.

(b) Junction and link capacity assessments are carried out for the peak hours for the key junctions and road links in the vicinity of the application site. The results indicate that all junctions and road links perform satisfactorily during the weekday AM and PM peak hours. The 2022 observed flows are adjusted with reference to the ATC traffic data to reflect the potential impact of Covid-19.

(c) The design year for TIA in 2026, i.e. 3 years after the opening year of 2023. Forecast of 2026 future traffic flows in the area has taken into account the historical traffic growth and future developments in the area.

(d) It is anticipated that the temporary vehicle park would generate around 15-16 two-way vehicle trips during the AM and PM peak hours on a weekday. A temporary access road will be provided for accessing the temporary vehicle park. A 1.5m footpath with temporary pedestrian railings will be maintained adjacent to Kwan Tei Children Playground and football pitch and a passing bay will also be provided..

(e) Traffic impact assessments are undertaken by comparing the 2026 Reference Traffic Flows (i.e. without the temporary vehicle park) and Design Traffic Flows (i.e. with the temporary vehicle park). The results of the assessment indicate that the key junctions and road links would perform satisfactorily for both scenarios. As the amount of traffic generated by the temporary vehicle park is not high, the development traffic would not create adverse traffic impact on the network in the vicinity of the site.

(f) A temporary access road with passing bay will be provided connecting the proposed temporary vehicle park with the existing local road. In addition, temporary pedestrian railings will be indicated adjacent to the footpath near Kwan Tei Children's playground.

Based on the results of the assessment, it can be concluded that the temporary vehicle park would not induce adverse traffic impact to the road network in the vicinity of the site. On the other hand, the vehicle park provides parking spaces for the local residents and developments in the area and which would help to alleviate illegal parking problem.

4.6 No Adverse Impacts on Environmental, Drainage and Landscape Aspects

The small scale temporary use will not result in any significant adverse impact on environmental, drainage and landscape aspects based on the following assessments:

(a) Minimum Environmental Impact

EPD had no adverse comment on the previous s.16 application. The application site will have no parking of heavy goods vehicle or container truck. The Applicant will follow the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by EPD and comply with all environmental protection/ pollution control ordinances, in particular the Water Pollution Control Ordinance. The Applicant will implement good site practice so not to pollute the pond located at the east of the Site.

(b) Minimum Drainage Impact

DSD had no adverse comment on the previous s.16 application. No site formation will be required and removable materials will be used for the construction of the subject car park. Perimeter 500mm drainage channels will be provided on site to connect to existing underground stormwater drain to the satisfaction of the Director of Drainage Services. Detailed drainage proposals will be submitted upon approval of the s.16 application. A qualified engineer shall be engaged in the detailed design stage to provide detailed designs for the internal site drainage layout and the drainage connection between the site and the existing drainage system in the vicinity.

(c) Minimum Landscape Impact

The site is mostly covered by wild grass, no significant landscape resource is observed. The Landscape Unit of PlanD had no adverse comment on the previous s.16 application and considered not necessary to impose a landscape condition as the effect of additional landscaping on enhancing the quality of public realm is not apparent. Nevertheless, the existing trees within the vicinity of application site shall be maintained in proper and healthy condition at all times during the planning approval period. Adequate buffer and fencing will be provided around the application site in order to physically separate the major vegetation, water source in the vicinity and the proposed development.

4.7 Unlikely to Set an Undesirable Precedent

Being temporary in nature, the approval of the present application will not set an undesirable precedent for other similar applications. Regarding the similar applications in the vicinity of the site for temporary public vehicle parks within the "AGR" zone on the same OZP, there are a total of 24 planning cases (i.e. Nos. A/NE-LYT/256, 335, 352, 394, 414, 462, 495, 556, 560, 568, 577, 586, 598, 645, 662, 689, 691, 704, 706, 712,

741, 742, 747, 749) approved by the Board between 2003 and 2021. The circumstances of these similar applications were similar to the current application. Nevertheless, the Applicant will comply with the relevant government departments' requirements and make sure the proposed use is acceptable.

The application site is the subject of a previous s.16 planning application (No. A/NE-LYT/718) for the same use as proposed in the present application for a period of 3 years in 2019 and it was rejected by the Board on 6.3.2020 only based on agricultural and traffic reasons. The Applicant of the subject application has addressed the relevant technical concerns.

5. CONCLUSION

In view of the continuous demand for car parking facilities for the villagers and the residents of Kwan Tei Village, the Applicant – the Indigenous Inhabitant Representative of Kwan Tei Village would like to provide a temporary village car park at the application site. This s.16 planning application seeks the TPB's permission for a proposed temporary public vehicle park (private car and light goods vehicle) for a period of three years in a portion of Lot 466 in D.D. 83, Kwan Tei, Fanling.

Under the present application the Applicant has taken into account the departmental comments of the previous application and prepared a workable scheme with detailed planning and technical assessments for the consideration of the Board. The present application is well justified based on the following reasons:-

(a) the proposed public vehicle park is intended to meet the genuine demand for more parking spaces to serve the local residents and villagers in Kwan Tei Village;
(b) it would help relieve the parking problem in the area and have positive impact to the traffic condition in the area by reducing the illegal roadside parking;
(c) the application site is suitable for the proposed use since it is located at a convenient location and is adjacent to the "Village Type Development" ("V") zone;
(d) the proposed use is compatible with the surrounding land uses which are predominantly village houses, vacant land and dry abandoned field;
(e) the temporary application will not frustrate the long-term planning intention of the "AGR" zone;
(f) it will not result in any significant traffic, environmental, drainage and landscape impacts; and
(g) it will not set an undesirable precedent in view of the circumstances of many approved cases in the area were similar to this application.

In view of the small scale nature of the proposed temporary use and the justifications presented in the Planning Statement, honourable members of the TPB are requested to approve this planning application.

Appendix I
Signed Form for Supporting the Proposed Village Car Park

支持粉嶺軍地提供額外臨時公眾停車場

於丈量約份第 83 約地段第 466 號

我們是軍地村村民，我們希望在村內提供停車場給本村使用。

	姓名	香港身份證號碼 (前頭 4 英文字連號碼)	簽名	日期
例子	陳小明	A1234		19.4.2022
1	劉有興	[redacted]		25-4-2022
2	劉筆文			25/4/2022
3	劉漢華		劉漢華	29/4/2022
4	吳小玲		吳小玲	29-04-2022
5	劉秋蓮			29/4/22
6	彭炳妹			29/4/2022
7	葉燕嵐			29/4/2022
8	葉建聲			29/04/22
9	劉裕華			29/4/22
10	劉錦昌			29/4.
11	劉麗珊			29/4
12	劉麗儀			29/4
13	鄧梅花			29/4
14	管家旭			30/4

15	劉峻傑	[redacted]	Joy	28-4-2022
16	何浩成		[illegible]	29-4-22
17	蕭夏玫		Siu	29-4-22
18	司徒卿		SZ	29.04.22
19	吳丽嬋		[illegible]	29.04.22
20	陸明英		陸明英	29-4-22
21	郑慧卿		慧卿	29-4-22
22	凌廣彦		彦	29-4-22
23	袁家文		袁	29-4-22
24	李惠嫺		[illegible]	29.4.22.
25	駱文東		Lok	29.4.22
26	馮薇芳		馮	30/4-22
27	劉昭彤		[illegible]	30/4
28	胡昭容		胡	30/4
29	李駿業		[illegible]	30/4
30	陳[illegible]		[illegible]	30/4
31	劉昭璇		[illegible]	30/4
32	劉峻佳		[illegible]	30/4
33	黃婉嫺		[illegible]	30/4

34	陳銘檀	[redacted]	[illegible]	27.4.2022
35	張惠貞		[illegible]	27.4.2022
36	李荣南		Nam -	28.4.2022
37	蔣義[illegible]		蔣	28.4.2022
38	雷映强		Kui	30.4.2022
39	賀紅薇		[illegible]	30.4.2022
40	陳晋勳		陳晋勳	30.4.2022
41	鄧智强		[illegible]	30.4.2022
42	黄達凤		[illegible]	30.4.2022
43	[illegible]		[illegible]	30.4.2022
44	[illegible]		[illegible]	[illegible]8-4 2022
45	吳家基		Kelli	3-5-2022
46	胡慶邦		[illegible]	3-5-2022
47	[illegible]		[illegible]	4-5-2022
48	[illegible]		[illegible]	4-5-22
49	[illegible]		[illegible]	4-5-22
50	[illegible]		[illegible]	4-5-22
51	[illegible]		[illegible]	4-5-22
52	戴润群		戴润群	4-5-22

53	潘华珊	[redacted]	潘	28.4.2022
54	张莲娜		Lina	28.4.2022
55	谭鉴波		谭	28.4.2022
56	黄[illegible]		[illegible]	28/4/2022
57	区日胜		区日胜	28.4.2022
58	陈伟锋		锋	29.4.2022
59	刘镜安		安	29.4.2022
60	罗健明		罗健明	29.4.2022
61	黄健成		黄健成	29.4.2022
62	余伟休		余伟休	29.4.2022
63	梁祖浩		梁祖浩	29.4.2022
64	吴智勇		吴智勇	29.4.2022
65	刘国君		刘国君	29.4.2022
66	黎卓衡		黎卓衡	29.4.2022
67	曹俊航		曹俊航	29.4.2022
68	顾欣恒		顾欣恒	29.4.2022
69	蔡美娟		蔡美娟	29.4.2022
70	谭连贵		谭连贵	29.4.2022

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling, New Territories

Traffic Impact Assessment Study
Final Report
July 2022

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Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling, New Territories

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July 2022

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked/ Date	Approved / Date
0	Final Report	HL 27/5/2022	LL 30/5/2022	OC 6/6/2022
0a	Final Report	HL 8/6/2022	LL 16/6/2022	OC 16/6/2022
0b	Final Report	HL 15/7/2022	LL 18/7/2022	OC 19/7/2022

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1 INTRODUCTION

1.1 Background

1.1.1 The Applicant seeks planning permission for a Proposed Temporary Public Vehicle Park for a Period of 3 Years at Lots 466 (Part) in D.D. 83, Kwan Tai, Fanling, New Territories ("the Application Site").

1.1.2 The temporary public vehicle park will provide 63 nos. of parking spaces for private car and/or light goods vehicles, serving the local residents and developments in the area.

1.1.3 Ozzo Technology (HK) Limited are commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the temporary vehicle park.

1.2 Objectives of the Study

1.2.1 The objectives of the TIA study are as follows:

- To review the existing traffic conditions of the nearby road network;
- To estimate the traffic generation due to the temporary vehicle park;
- To assess the future traffic situation in the surrounding road network;
- To appraise the potential traffic impact to be induced by the temporarary vehicle park on the nearby road network;
- To recommend improvement proposals, if required; and
- To advise on the access arrangement.

1.3 Report Structure

1.3.1 Following the introduction of this Chapter, this report contains the following chapters:

- Chapter 2 describes the proposed temporary public vehicle park;
- Chapter 3 summarizes the existing traffic conditions in nearby area;
- Chapter 4 provides traffic forecast and the traffic impact results; and
- Chapter 5 summarises the findings and conclusions of this TIA study.

2 THE PROPOSED TEMPORARY VEHICLE PARK

2.1 Site Location

2.1.1 **Figure 2-1** shows the location of the Application Site which is situated at Lots 466 (Part) in D.D. 83, Kwan Tei, Fanling and the Site is currently vacant.

2.2 The Proposed Temporary Vehicle Park

2.2.1 **Figure 2-2** shows the layout of the parking spaces within the proposed temporary public vehicle park. A total of 63 parking spaces (58 nos. for private cars and 5 nos. for light goods vehicles) will be provided, serving mainly the local residents and developments in the nearby area. Vehicle swept path assessments are undertaken to indicate that sufficient spaces are available for vehicle manuveuring within the vehicle park. The assessment results are given in **Appendix A**.

2.2.2 **Figure 2-2** also shows the temporary road alignment arrangement that connects the temporary vehicle park with the existing local access road which links with the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau.

2.2.3 **Figure 2-3** shows the access arrangement at the temporary access road in which a 1.5m wide footpath with pedestrian railings will be indicated adjacent to the Kwan Tei Children's Playground to ensure pedestrian safety. In addition, a passing bay will also be provided on the temporary access road to allow for a vehicle to wait while another vehicle passing by.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

3.1.1 **Figure 3-1** shows the road network in the vicinity of the Application Site. The Application Site is located at Kwan Tei and can be accessed via a local access road linking with the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau.

3.1.2 The section of Sha Tau Kok Road – Lung Yeuk Tau in the vicinity of the Application Site is a dual-two lane carriageway road and is classified as a Rural Road. The road connects the local developments along the road with Sha Tau Kok area in the north and Fanling District to the south.

3.2 Existing Peak Hour Traffic flows

3.2.1 In order to appraise the existing traffic conditions in the area, traffic count surveys were carried out at the key junctions and road links in the vicinity of the Application Site on 18/5/2022 (Wednesday) over the periods of 07:00 – 10:00 in the morning and 16:00 - 19:00 in the afternoon. The survey locations are also shown in **Figure 3-1**.

3.2.2 All vehicle flows in the subsequent analysis are converted to passenger car unit (PCU) based on the PCU factors for priority junctions as indicated in Table 2.3.1.1 of Volume 2 of TPDM and shown in **Table 3-1**.

Table 3-1 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor
Car / Taxi	1.00
Public Light Bus / Minibus	1.50
Light Goods Vehicle	1.50
Medium/ Heavy Goods Vehicle	2.80
Bus / Coach	2.80

3.2.3 Based on the above PCU factors, vehicular traffic flows in PCUs during the AM and PM peak hours of the survey day are calculated and the AM Peak Hour is identified to occur at 07:30 – 08:30 and the PM Peak Hour is 16:45 – 17:45. The 2022 Observed AM and PM peak hour flows are presented in **Figure 3-2.**

3.2.4 According to the existing peak hour traffic flows, the performances of the key junctions in the vicinity of the Application Site during the peak hours are assessed. The results are summarised in **Table 3-2** and the detailed calculation sheets are given in **Appendix B**.

Table 3-2 2022 Peak Hour Performance at Key Junctions

Jn. ID.	Junction	Junction Type	AM Peak	PM Peak
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout	0.49	0.57
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout	0.47	0.50
J3	Sha Tau Kok Road – Lung Yeuk Tau / Local Access Road	Priority	0.10	0.02

Note: (1) The capacity index for roundabout / priority junction is design flow to capacity ratio (DFC).

3.2.5 The results of the assessment reveal that the key junctions in the vicinity of the Application Site operate satisfactorily during the peak hours on a weekday.

3.2.6 The performances of the key road links in the vicinity of the Application Site during the peak hours are also assessed and the results are summarised in **Table 3-3**.

Table 3-3 2022 Peak Hour Performance at Key Road Links

Link ID.	Road Link	Capacity(1) (veh/hr)	AM Peak		PM Peak	
			Flows (veh/hr)	P/Df(2)	Flows (veh/hr)	P/Df
L1	Sha Tau Kok Road – Lung Yeuk Tau Eastbound	2600	772	0.30	806	0.31
L2	Sha Tau Kok Road –Lung Yeuk Tau Westbound	2600	786	0.30	833	0.32

Notes: (1) TPDM Vol 2 Table 2.4.1.1
(2) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

3.2.7 The results of the assessment reveal that the key road links in the vicinity of the Application Site operate satisfactorily during both AM and PM peak hours.

3.3 2022 Adjustment Factor due to COVID-19

3.3.1 Since 2020, the traffic conditions in Hong Kong have been affected by the implementation of various social distancing measures to prevent the outbreak of COVID-19. **Table 3-4** shows comparisons of peak hour traffic flows at the nearby ATC Core Station 5003 (Fanling Highway between So Kwun Po INT and Wo Hop Shek INT) and Station 6206 (Jockey Club Road between Lok Yip Road and Wo Hop Shek INT) recorded in 2018 (i.e. without Covid-19) against the observed flows in 2022 (i.e. with Covid-19).

Table 3-4 Comparisons of Peak Hour Traffic at Nearby Core Stations

ATC Core Station	Peak Hour	Direction	Peak Hour Traffic (veh/hr)		
			2018 ATC	2022 Observed	2022 / 2018 % Change
5003 (Fanling Highway between So Kwun Po INT and Wo Hop Shek INT)	AM Peak	Southbound	2210	1959	-11%
		Northbound	2280	1979	-13%
	PM Peak	Southbound	2650	2467	-7%
		Northbound	2080	1961	-6%
6206 (Jockey Club Road between Lok Yip Road and Wo Hop Shek INT)	AM Peak	Southbound	1480	1610	+9%
		Northbound	1670	1598	-4%
	PM Peak	Southbound	1500	1309	-13%
		Northbound	1530	1342	-12%

Source: Annual Traffic Census (ATC) Reports published by Transport Department

3.3.2 As shown in **Table 3-4**, the amount of peak hour traffic flows observed on the corresponding road links at Station 5003 (Fanling Highway) and Station 6206 (Jockey Club Road) in 2022 are around 4 - 13% less than the 2018 flows. Therefore, to reflect the potential impact of COVID-19, the 2022 Observed AM and PM peak hour flows are increased by +15% to derive the 2022 Adjusted AM and PM peak hour flows as the basis for subsequent assessments.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The anticipated operation year of the temporary vehicle park is 2023 for operation of 3 years, hence, the "Design Year" for this study is set as 2026, 3 years after the operation year.

4.2 Methodology

4.2.1 In forecasting the future traffic flows on the road network in the Study Area, references are made to the following sources of information which include:

- Historical traffic data from Annual Traffic Census (ATC);
- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department; and
- Committed and Planned developments in the Study Area.

4.2.2 The following steps are undertaken to derive the 2026 Peak Hour Reference Flows (i.e. without the Proposed Development) and Design Flows (i.e. with the Proposed Development):

2026 Background Flows =	2022 Adjusted Flows x annual growth factors
2026 Reference Flows =	2026 Background Flows + additional traffic generated by planned developments
2026 Design Flows =	2026 Reference Flows + additional traffic generated by the Proposed Development

4.2.3 The traffic impact to be induced by the Proposed Development is assessed by comparing the 2026 Peak Hour Reference Traffic Flows against the 2026 Design Traffic Flows.

4.3 Historical Traffic Growth

4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2013 to 2018 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations in the Study Area. The data in 2019 and 2020 are not used due to the occurrences of social activities and outbreak of Covid-19 respectively. **Table 4-1** describes the locations of the ATC stations and provides the corresponding traffic data.

Table 4-1 Average Annual Daily Traffic from Annual Traffic Census

Station	Road	Between		2013	2014	2015	2016	2017	2018	Average Growth Rate p.a.
5660	Sha Tau Kok Road	On Kui Street	Wu Shek Kok	27280	26990	30380	33580	33050	33870	4.42%
				-	-1.06%	12.56%	10.53%	-1.58%	2.48%	
5623	Sha Tau Kok Road	Luen Shing Street	On Kui Street	17420	17300	17780	20840	20700	21350	4.15%
				-	-0.69%	2.77%	17.21%	-0.67%	3.14%	
5622	Sha Tau Kok Road	Lok Yip Road	Luen Shing Street	18730	18610	20640	21540	21390	22070	3.34%
				-	-0.64%	10.91%	4.36%	-0.7%	3.18%	
Total				160990	159630	169650	179940	177230	183790	2.68%
				-	-0.84%	6.28%	6.07%	-1.51%	3.7%	

Source: Annual Traffic Census (ATC) Reports published by Transport Department

4.3.2 As indicated in **Table 4-1**, there was an increase of traffic flows (+2.68% per annum) on the road network in the vicinity of the Site over the period from 2013 – 2018.

4.4 Future Development Intensity in NENT

4.4.1 Reference is also made to the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department. **Table 4-2** presents the population and employment data in NENT (Other Area) for 2019 and 2026.

Table 4-2 2019-Based TPEDM for NENT (Other Area)

Category	2019	2022*	2026	% Growth p.a. 2022 - 2026
Population(1)	105,400	121,536	143,050	4.16%
Employment Places(1)	36,050	37,014	38,300	0.86%
Total	141,450	158,550	181,350	3.42%

Source: (1) 2019 and 2026 from 2019-based TPEDM published by Planning Department.
**2022 forecast data by interpolation*

4.4.2 As shown in the table, the predicted growth of population and employment places in NENT (Other Area) from 2022 to 2026 is approximately +4.16% and +0.86% per annum respectively.

4.5 Planned and Committed Developments in the Area

4.5.1 According to the published information from Town Planning Board, there is no major planned or committed development within or in the vicinity of the Study Area.

4.6 2026 Reference Traffic Flows

4.6.1 Taking into account of the factors described in Sections 4.3 – 4.5 above, an annual growth rate of +4.16% (refer to **Table 4-2**) is applied to the 2022 Adjusted Flows to derive the 2026 Peak Hour Background Flows. As there is no major planned or committed development in the vicinity of the Study Area and hence no additional flows are applied to the 2026 Background Flows and the final 2026 Peak Hour Reference Flows (i.e. without proposed vehicle park) are shown in **Figure 4-1**.

4.7 Development Trip Generations

4.7.1 In order to estimate the amount of vehicular traffic to be induced by the proposed vehicle park, references are made to the pear hour trip generation rates observed at a public vehicle park at Ma Sik Road in Fanling. Similar to the proposed temporary vehicle park, the surveyed vehicle park is situated at Fanling district and over 95% of the parked vehicles are private cars. The observed trips and peak hour trip rates are shown in **Table 4-3.**

Table 4-3 Peak Hour Development Traffic Generations/ Attractions

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Ma Sik Road public vehicle park (195 spaces)				
Observed Trips (pcu/hour)	11	38	38	10
Observed Trip Rates (pcu/hour/space)	0.056	0.195	0.195	0.051
Trip Generations by Proposed Temporary Public Vehicle Park (63 spaces)				
Estimated Trip generations (pcu/hr)	4	12	12	3
Total 2-way Trips (pcu/hr)	16		15	

4.7.2 As shown in **Table 4-3**, totals of 16 pcu's (12 in and 4 out) and 15 pcu's (12 in and 3 out) are anticipated to be generated by the Proposed Temporary Vehicle Park in the AM and PM peak hour respectively.

4.7.3 **Figure 4-2** shows the forecast additional AM and PM peak hour development flows on the road network in the study area.

4.8 2026 Design Traffic Flows

4.8.1 By adding the peak hour development flows (**Figure 4-2**) to the forecast 2026 Peak Hour Reference Flows (**Figure 4-1**), the 2026 Peak Hour Design Flows (i.e. with proposed vehicle park) are derived as shown in **Figure 4-3**.

4.9 Traffic Impact Assessment

4.9.1 Based on the 2026 Peak Hour Traffic Flows for both the Reference Scenario (i.e. without temporary vehicle park) and Design Scenario (i.e. with temporary vehicle park), junction and link capacity assessments are carried out and the results are presented in **Table 4-4** and **Table 4-5** respectively. Detailed junction calculation sheets are given in **Appendix C.**

Table 4-4 2026 Peak Hour Performance of Key Junctions

Jn. ID.	Location	Junction Type	Reference		Design	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout	0.68	0.79	0.69	0.80
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout	0.65	0.68	0.65	0.69
J3	Sha Tau Kok Road – Lung Yeuk Tau / Local Access Track	Priority	0.16	0.03	0.19	0.04

Note: (1) The capacity index for roundabout / priority junction is design flow to capacity ratio (DFC).

Table 4-5 2026 Peak Hour Performance of Key Road Links

ID.	Road Link		Reference		Design	
			AM Peak	PM Peak	AM Peak	PM Peak
L1	Sha Tau Kok Road – Lung Yeuk Tau Eastbound	Flows (Veh/hr)	1046	1093	1050	1105
		PDf(2)	0.40	0.42	0.40	0.43
L2	Sha Tau Kok Road – Lung Yeuk Tau Westbound	Flows (Veh/hr)	1066	1130	1079	1134
		PDf(2)	0.41	0.44	0.42	0.44

Notes: (1) P/Df = Peak Hourly Flows/Design Flow Ratios for road links

4.9.2 It is indicated in **Table 4-4 and 4-5** that all of the key junctions and road links in the vicinity of the temporary vehicle park would perform satisfactorily during the peak hours in 2026 for both the Reference and Design Scenarios.

4.9.3 By comparing the junction and link capacities between the Reference and Design Scenarios, the differences between the two scenarios are insignificant as the amounts of vehicle park traffic are not high (i.e. 2-ways flows of around 15-16 pcu's). Hence, it can be concluded that the development traffic generated by the temporary vehicle park would not create adverse traffic impact to the road network in the vicinity of the Application Site.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The applicant seeks planning permission for a proposed public vehicle Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for a Period of 3 Years at Lots 466 (Part) in D.D. 83, Kwan Tai, Fanling, New Territories (hereafter referred as the "Application Site").

5.1.2 The temporary vehicle park will provide 63 nos. of parking spaces for private car and/or light goods vehicles.

5.1.3 In order to appraise the existing traffic conditions in the vicinity of the Application Site, traffic count surveys were undertaken over the AM and PM peak periods on 18 May 2022.

5.1.4 Junction and link capacity assessments are carried out for the peak hours for the key junctions and road links in the vicinity of the Application Site. The results indicate that all junctions and road links perform satisfactorily during the weekday AM and PM peak hours. The 2022 observed flows are adjusted with reference to the ATC traffic data to reflect the potential impact of Covid-19.

5.1.5 The design year for traffic impact assessment is 2026, i.e. 3 years after the opening year of 2023. Forecast of 2026 future traffic flows in the area has taken into account the historical traffic growth and future developments in the area.

5.1.6 It is anticipated that the temporary vehicle park would generate around 15-16 two-way vehicle trips during the AM and PM peak hours on a weekday. A temporary access road will be provided for accessing the temporary vehicle park. A 1.5m footpath with pedestrian railings will be maintained adjacent to Kwan Tei Children Playground and football pitch and a passing bay will also be provided.

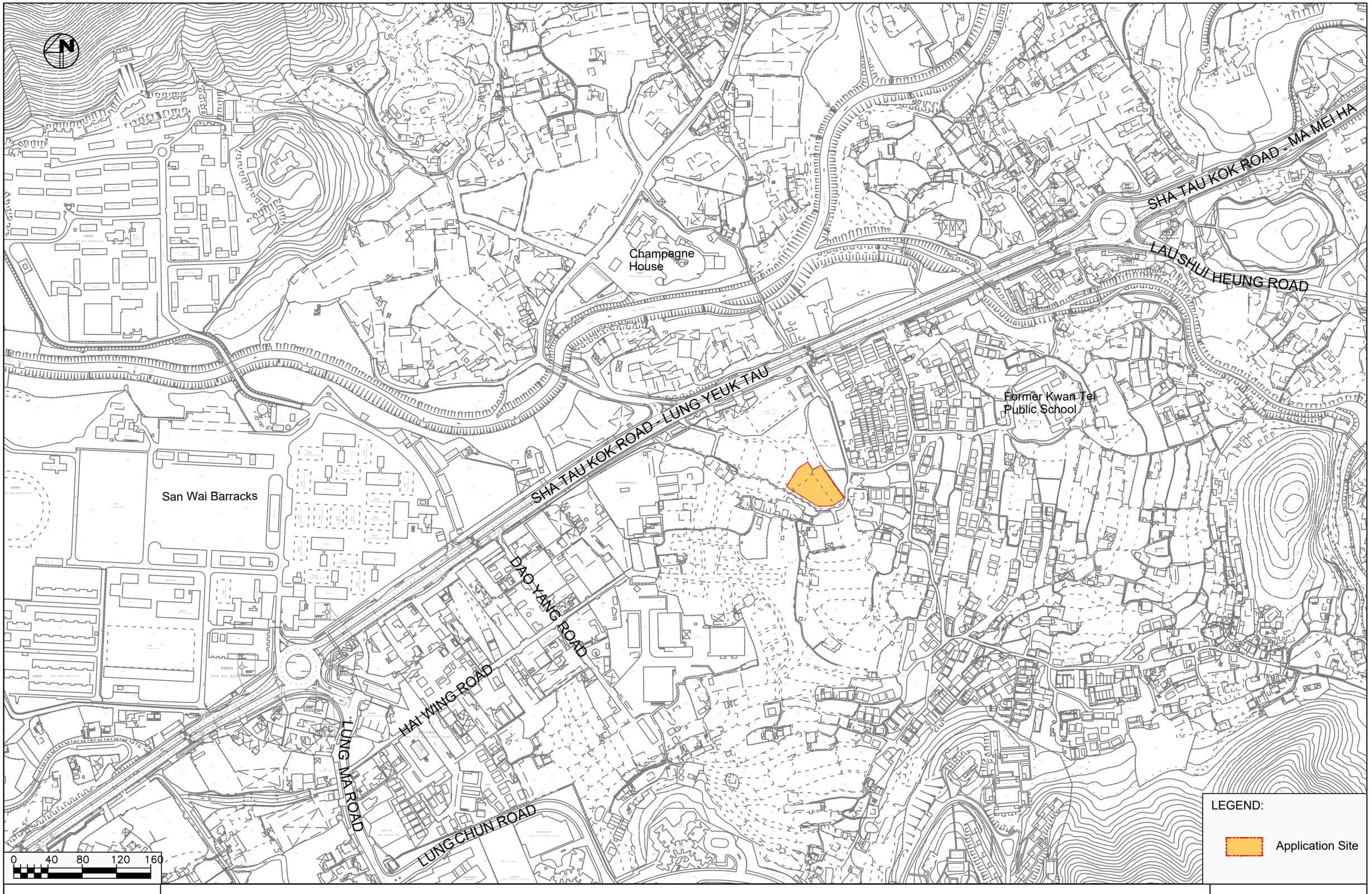
5.1.7 Traffic impact assessments are undertaken by comparing the 2026 Reference Traffic Flows (i.e. without the temporary vehicle park) and Design Traffic Flows (i.e. with the temporary vehicle park). The results of the assessment indicate that the key junctions and road links would perform satisfactorily for both scenarios. As the amount of traffic generated by the temporary vehicle park is not high, the development traffic would not create adverse traffic impact on the network in the vicinity of the site.

5.1.8 A temporary access road with passing bay will be provided connecting the proposed temporary vehicle park with the existing local road. In addition, pedestrian railings will be indicated adjacent to the footpath near Kwan Tei Children's playground.

5.2 Conclusions

5.2.1 Based on the results of the assessment, it can be concluded that the temporary vehicle park would not induce adverse traffic impact to the road network in the vicinity of the site. On the other hand, the vehicle park provides parking spaces for the local residents and developments in the area and which would help to alleviate illegal parking problem.

Figures



X:\Ozzo\82304_S16 for Temporary Public Vehicle Park in Kwan Tei Fanling\Data\Dwg\82304-Figure 2-1A.dwg 2022/06/16 14:22:53

OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Site Location

Date	Scale
16/06/2022	1:4000

Project No.	Rev.
82304	A

Dwg No. Figure 2-1

Sha Tau Kok Road - Lung Yeuk Tau

沙頭角公路 - 龍躍頭段

1.5m Footpath with Pedestrian Railings

2.5m

3.5m

5.5m

6.1m

6.7m

5.7m

2.5m

2m

3m Setback from the Top of the Bank of an Existing Small Stream

Sha Tau Kok Road Ma Liu Shui San Tsuen Sewage Pumping Station
沙頭角公路馬料水新村污水泵房

Road 道路

Kwan Tei Children's Playground 軍地兒童遊樂場

Football Field 足球場

PO

KWAN TEI 軍地

LEGEND:

- Site Boundary
- Temporary Road Alignment
- Proposed Pedestrian Railing
- Parking Spaces for Private Cars
- Parking Spaces for Light Goods Vehicle

0 8 16 24 32

OZZO TECHNOLOGY

Date 19/07/2022 | Scale 1:800

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Proposed Parking Layout and Temporary Road Alignment Arrangement

Project No. 82304 | Rev. B

Dwg No. Figure 2-2

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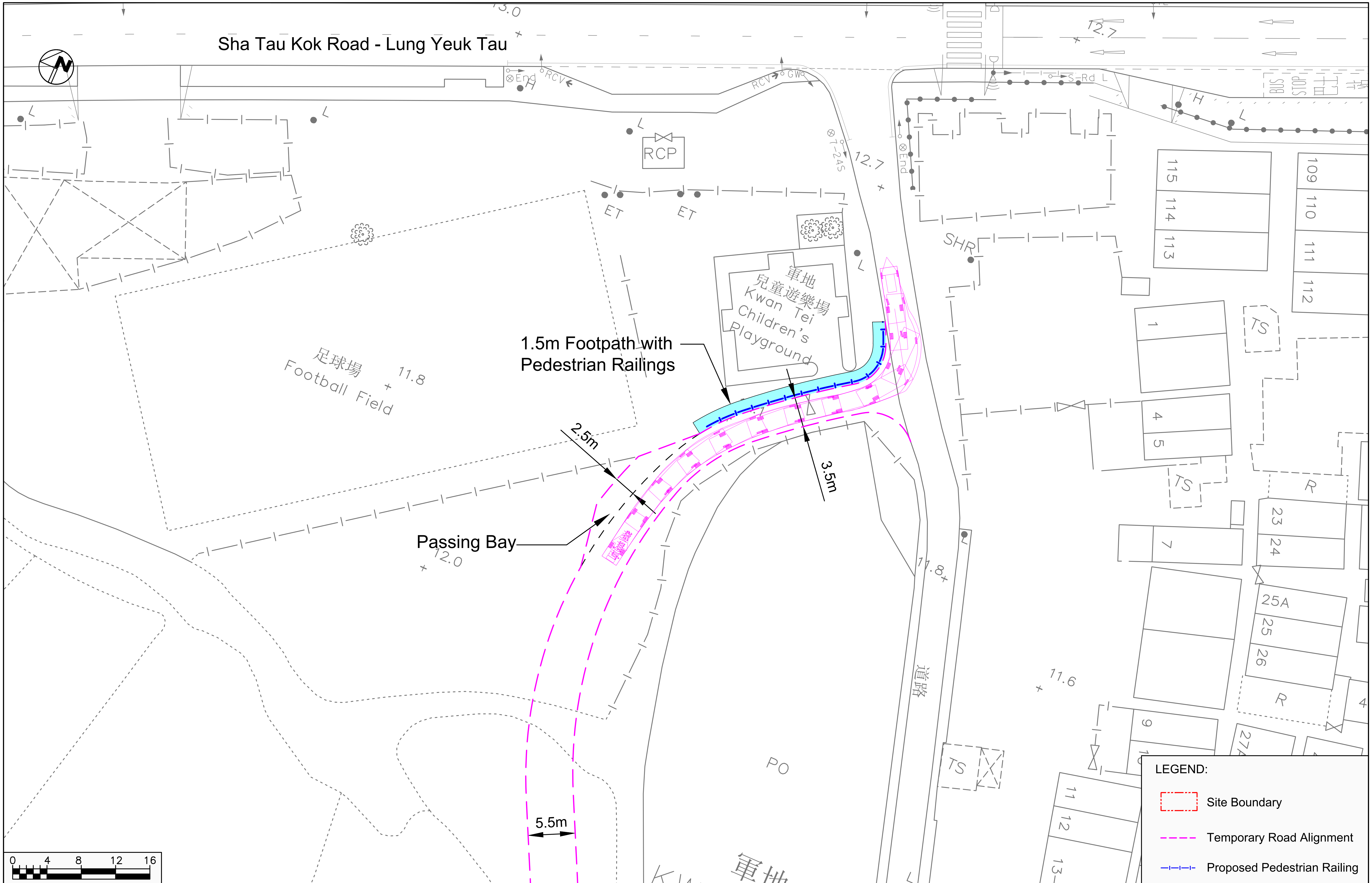

OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Temporary Road Alignment Arrangement

Date	Scale	Project No.	Dwg No.	Rev.
19/07/2022	1:400	82304	Figure 2-3	C

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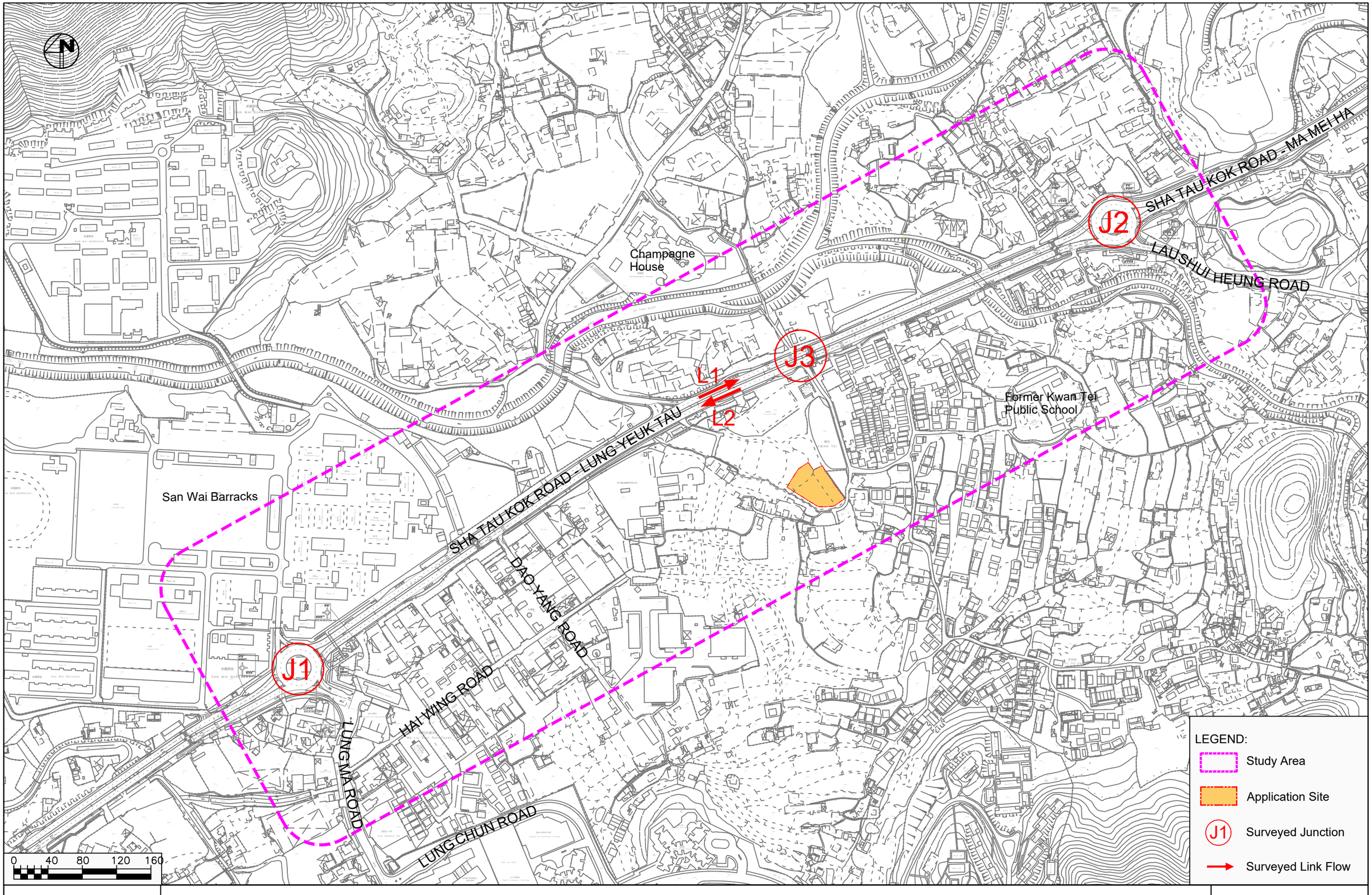

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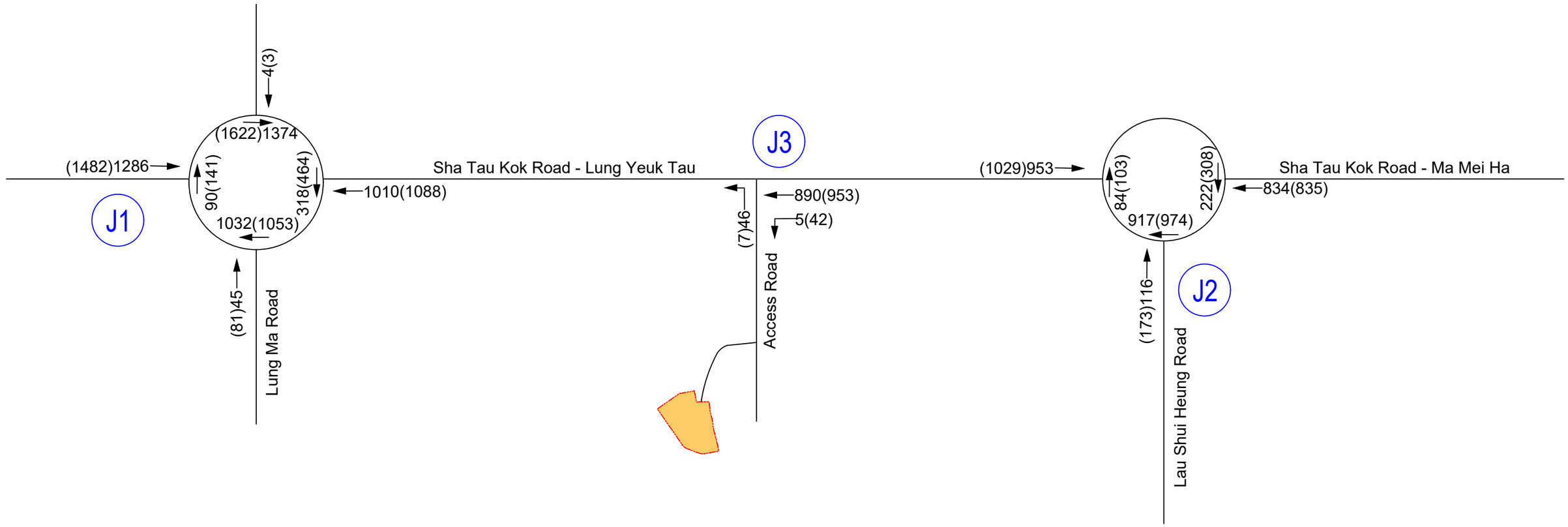
OZZO TECHNOLOGY

Date	Scale
16/06/2022	1:4000

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Study Area and Traffic Survey Locations

Project No.	Rev.
82304	A
Dwg No. Figure 3-1	



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

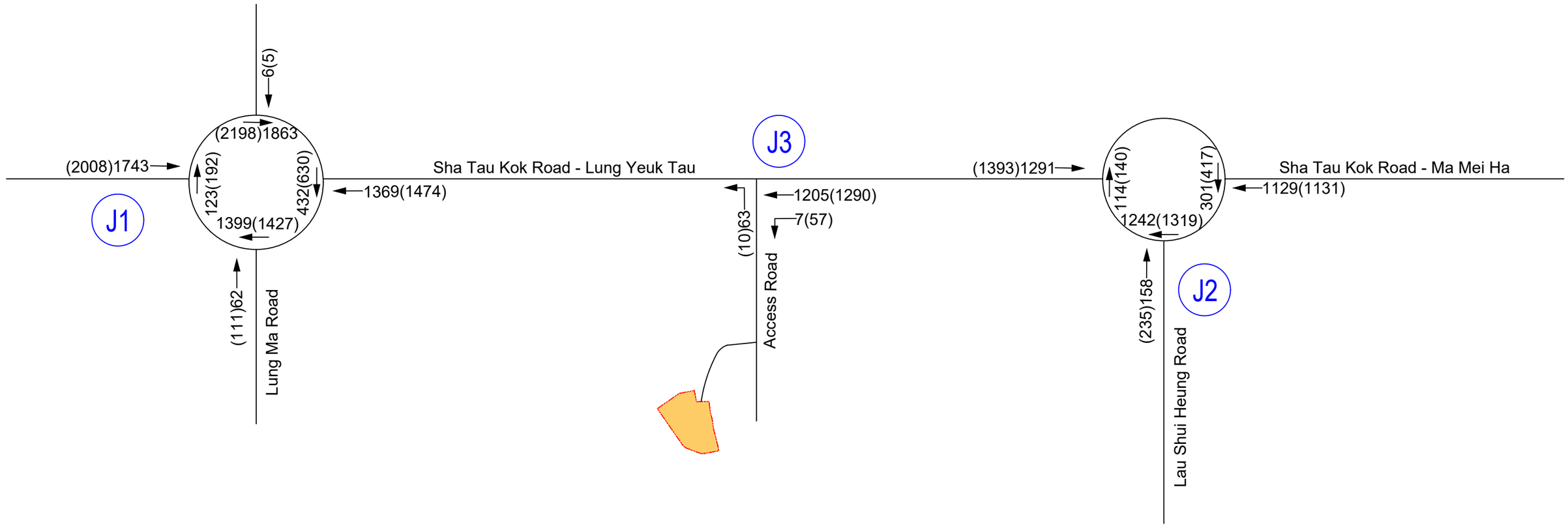
OZZO TECHNOLOGY

Date 16/06/2022 | Scale N.T.S

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

2022 Observed Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 3-2 | Rev. A



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

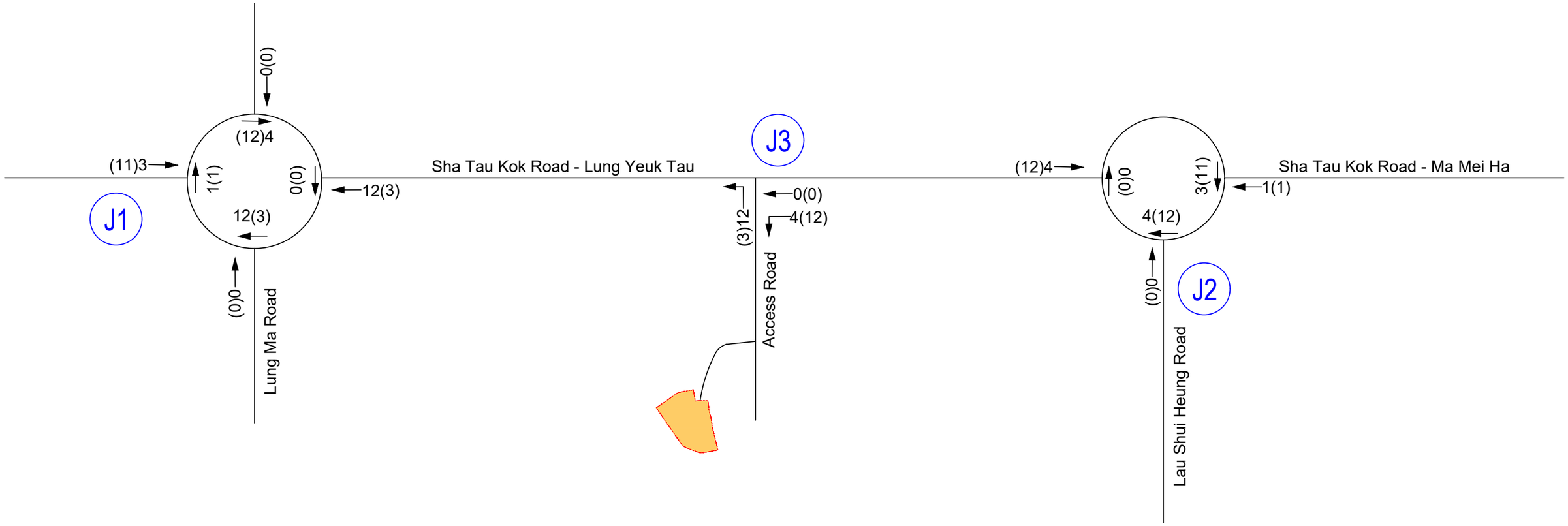
OZZO TECHNOLOGY

Date 16/06/2022 | Scale N.T.S

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

2026 Reference Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 4-1 | Rev. A



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

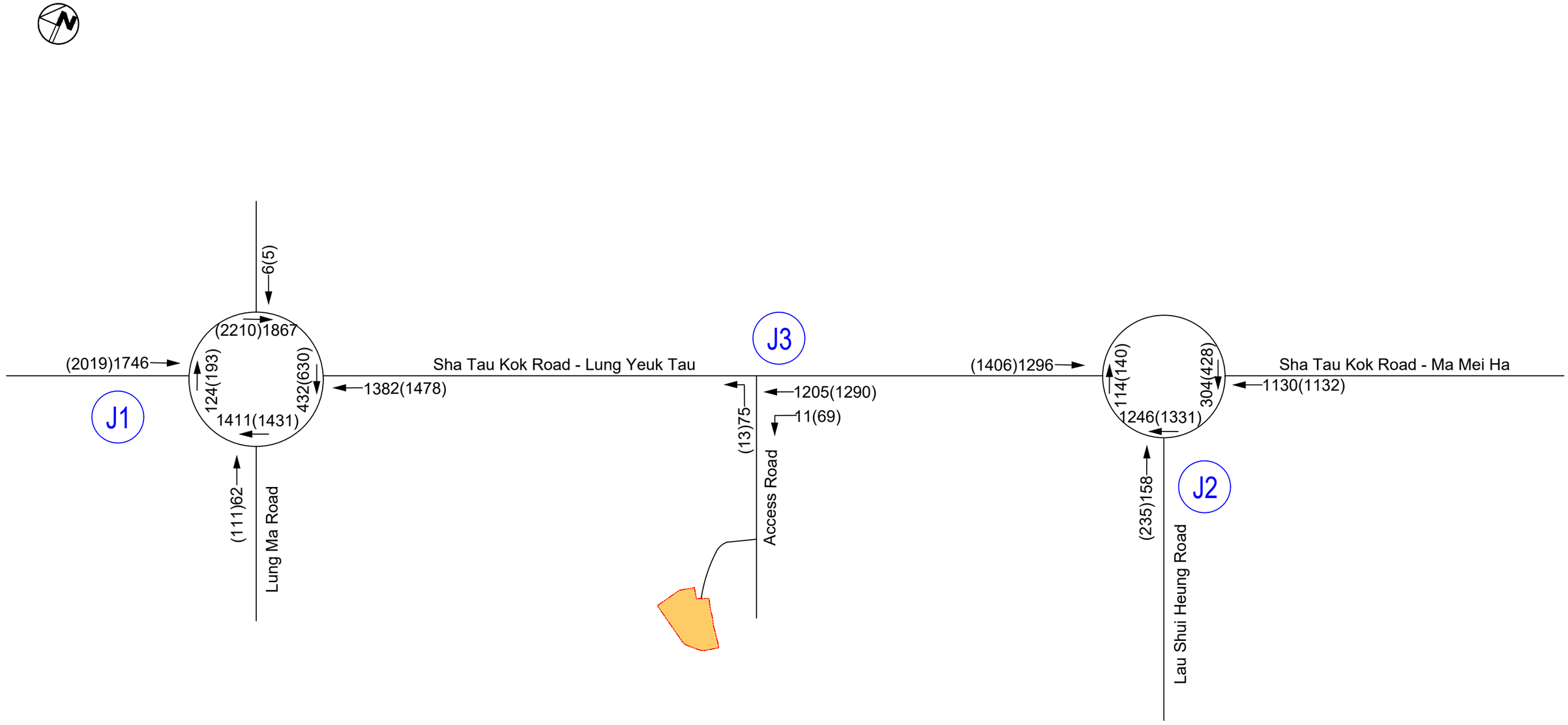
Date 16/06/2022 | Scale N.T.S

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Peak Hour Development Flows

Project No. 82304 | Rev. A

Dwg No. Figure 4-2



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

Date 16/06/2022 | Scale N.T.S

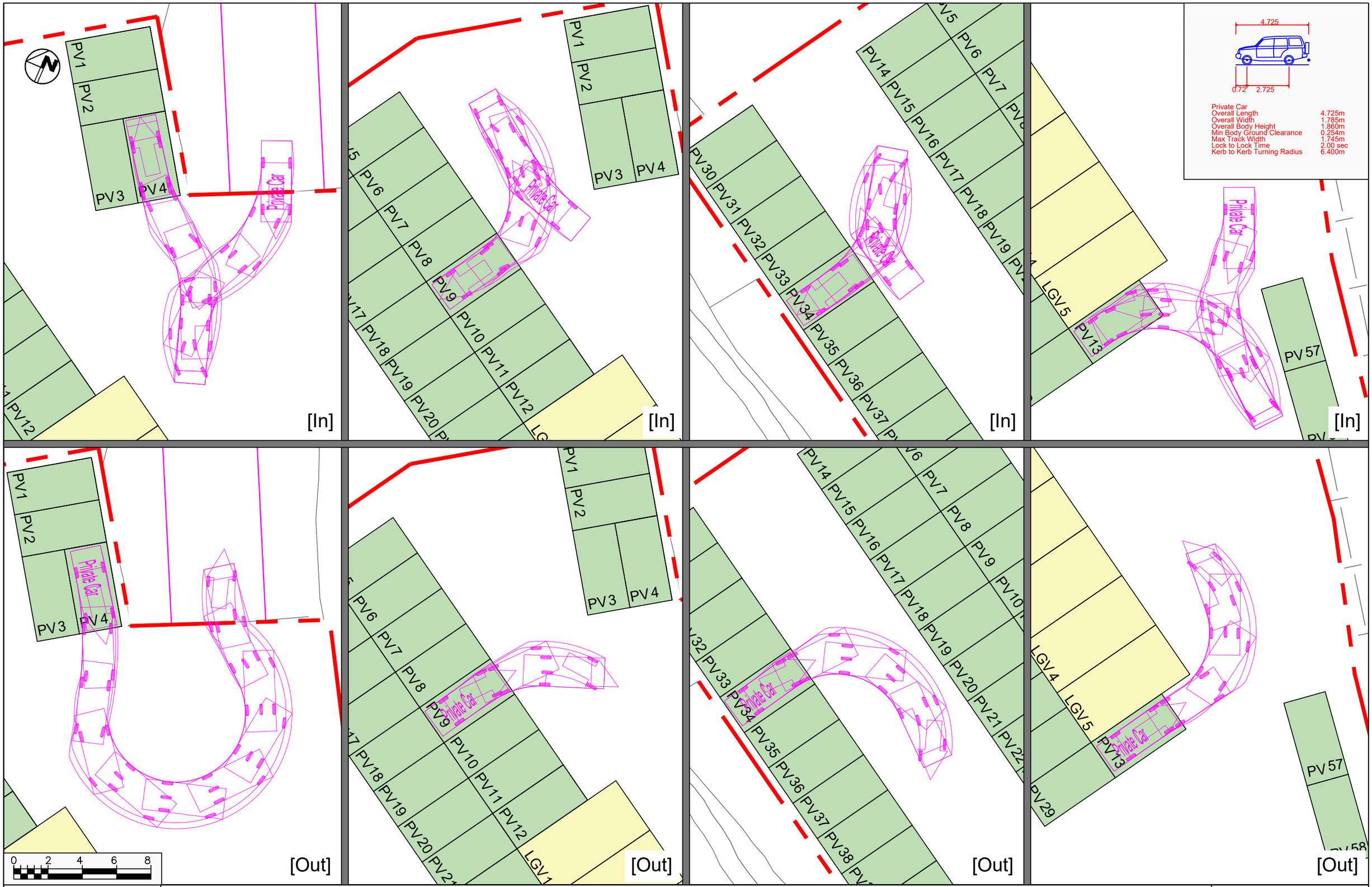
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

2026 Design Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 4-3 | Rev. A

Appendix A

Vehicle Swept Path Assessments



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OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Private Cars Swept Path Assessments

Date	Scale
14/06/2022	1:200

Project No.	82304	Rev.
Dwg No.	82304-SP1	-

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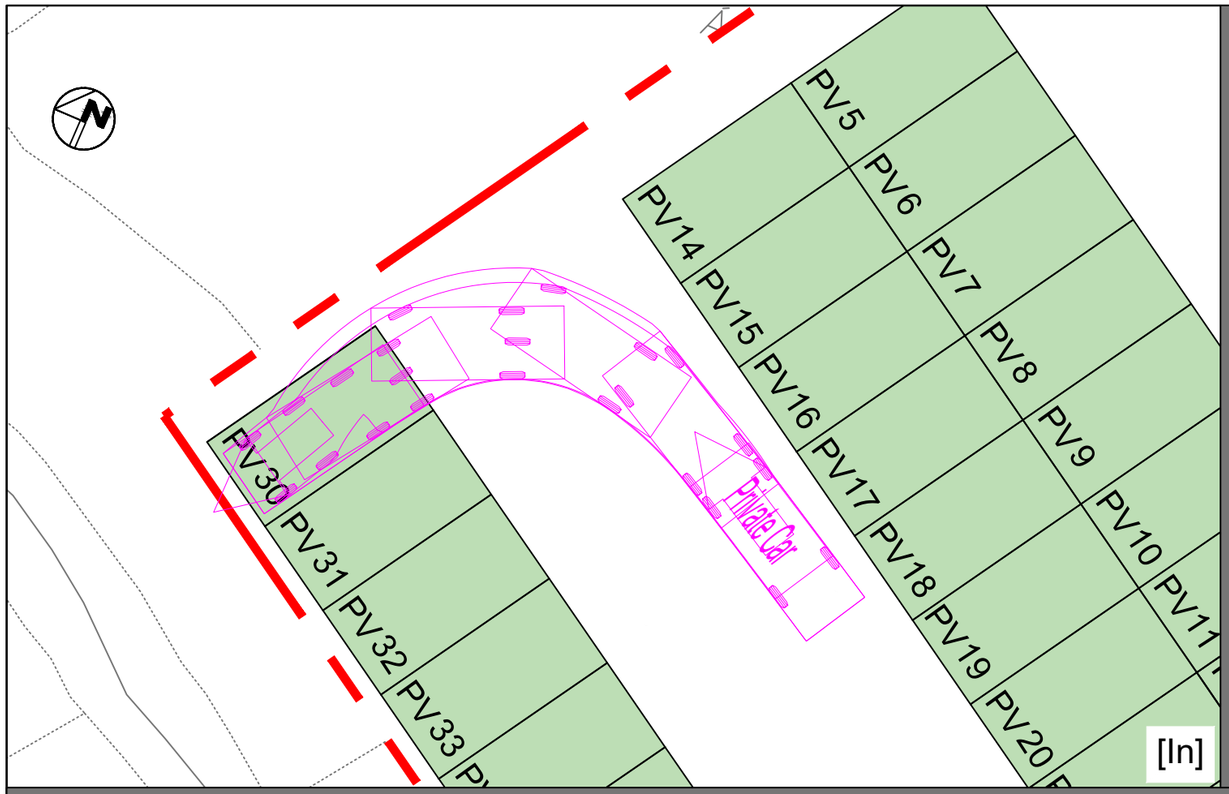
OZZO TECHNOLOGY

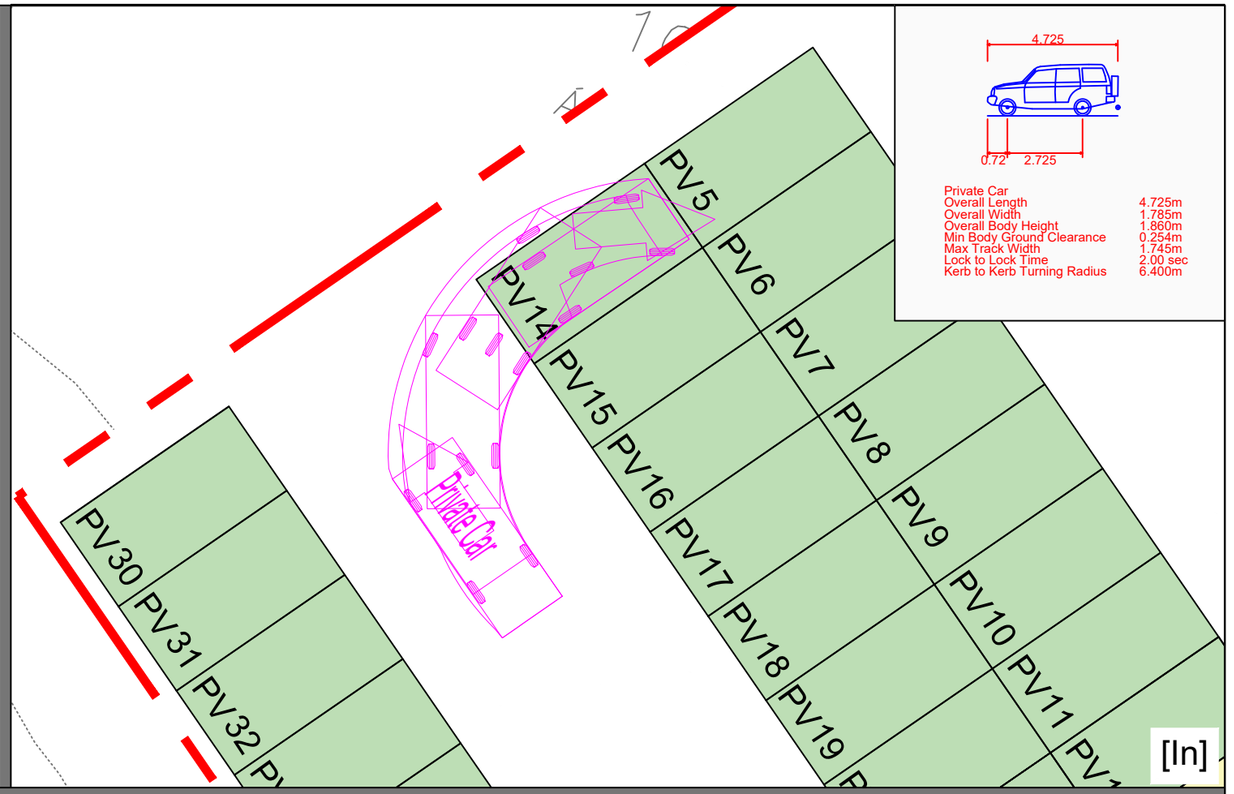
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

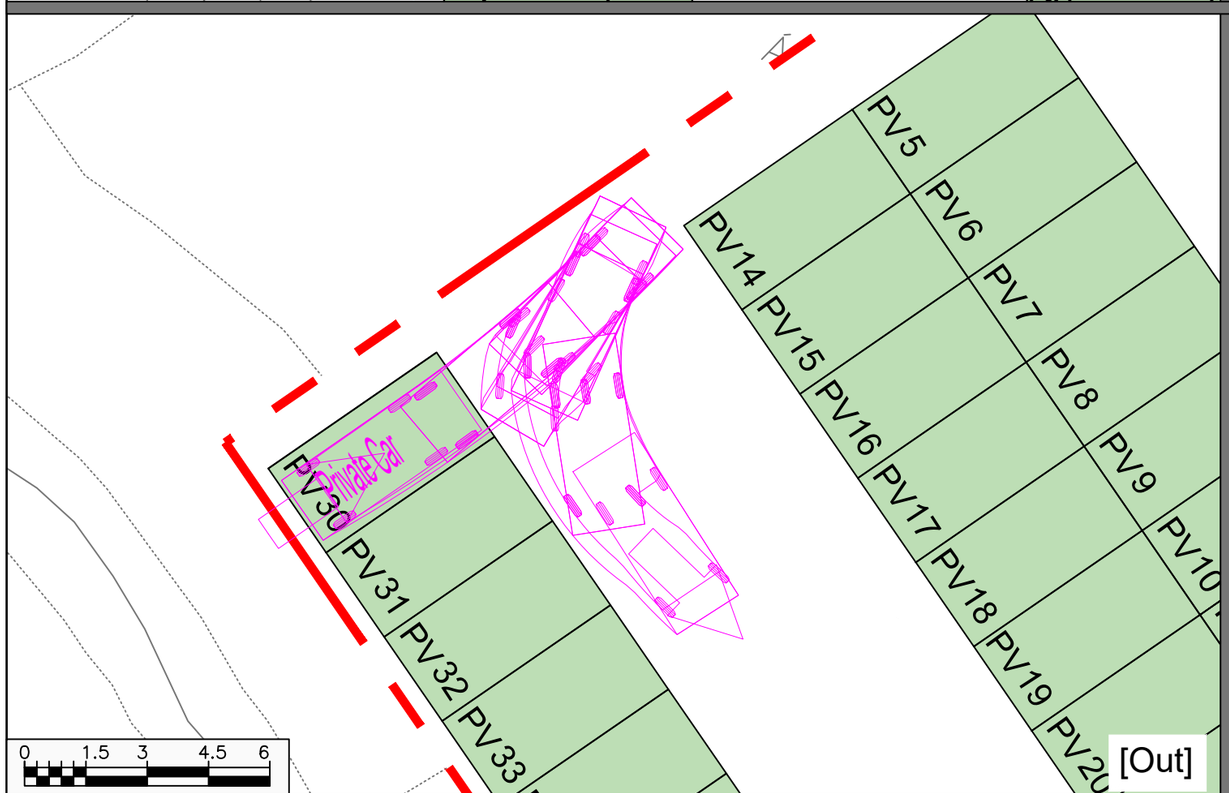
Private Cars Swept Path Assessments

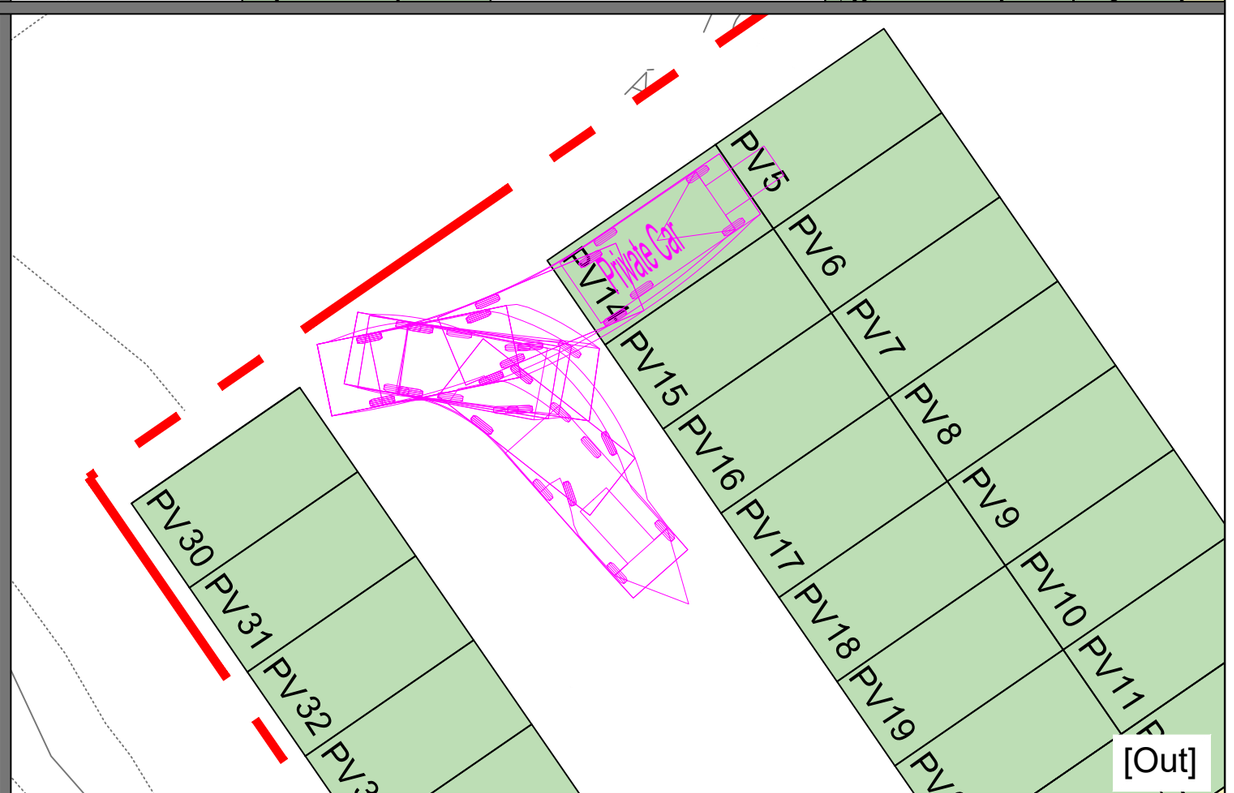
Date	Scale
14/06/2022	1:200

Project No.	Rev.
82304	-
Dwg No. 82304-SP2	









OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Private Cars Swept Path Assessments

Date	Scale
14/06/2022	1:150

Project No.	82304	Rev.
Dwg No.	82304-SP3	-

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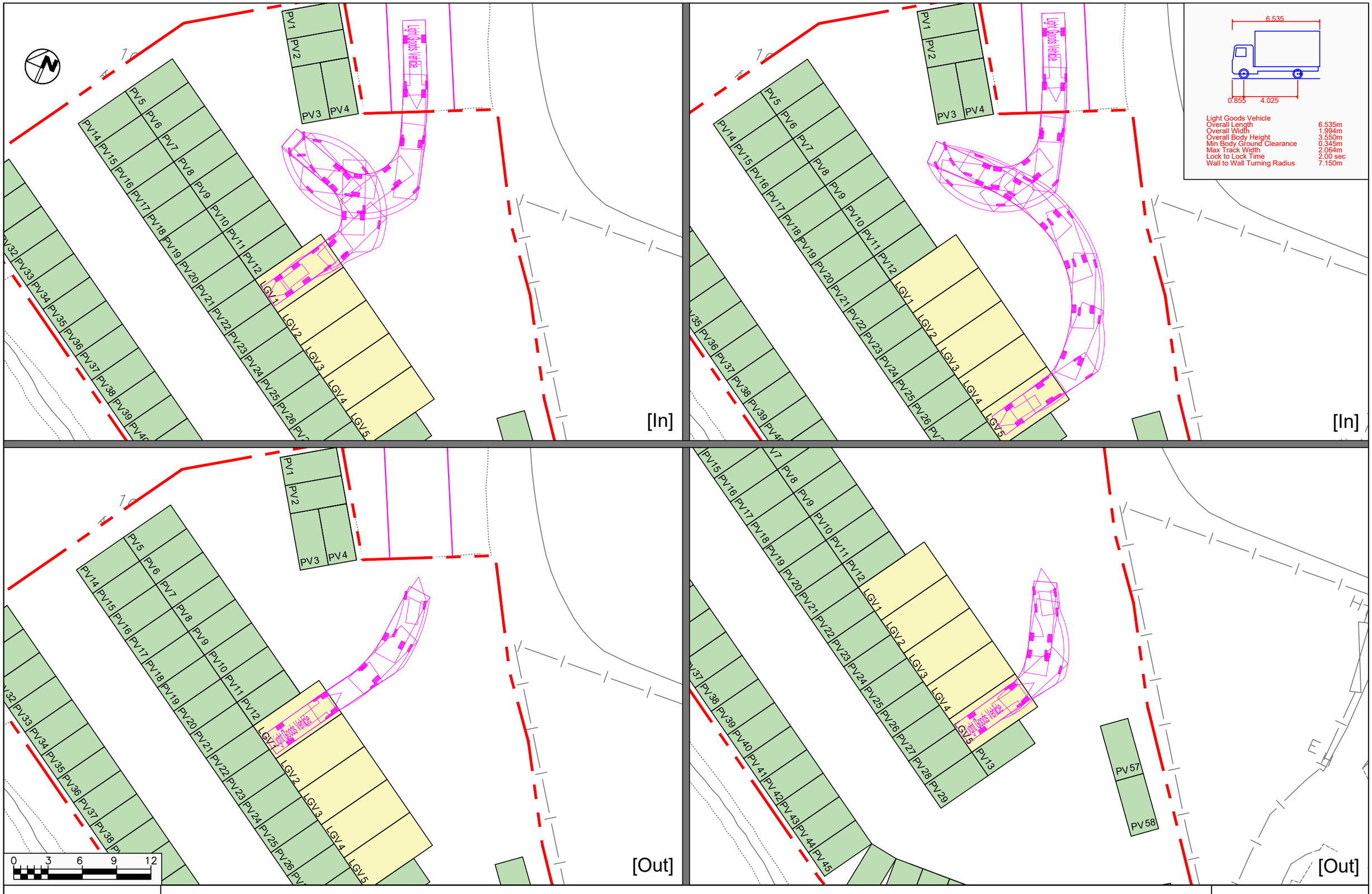

OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Light Goods Vehicle Swept Path Assessments

Date	Scale
14/06/2022	1:300

Project No.	Rev.
82304	-
Dwg No. 82304-SP4	

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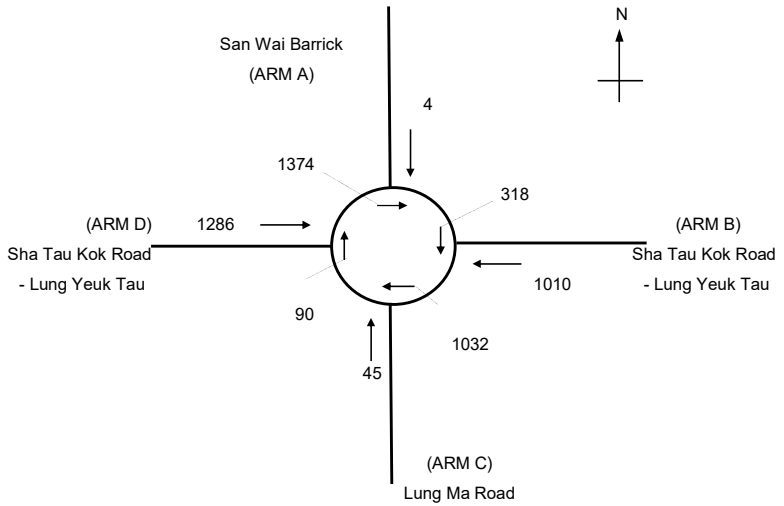
Appendix B

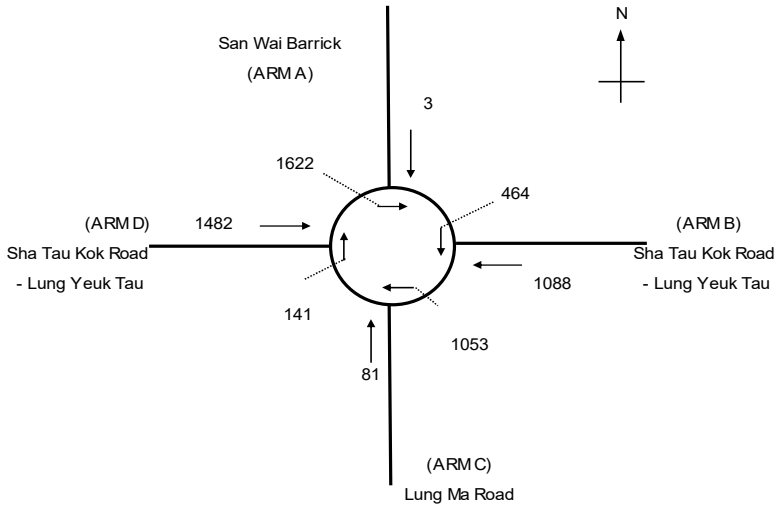
2022 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2022_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



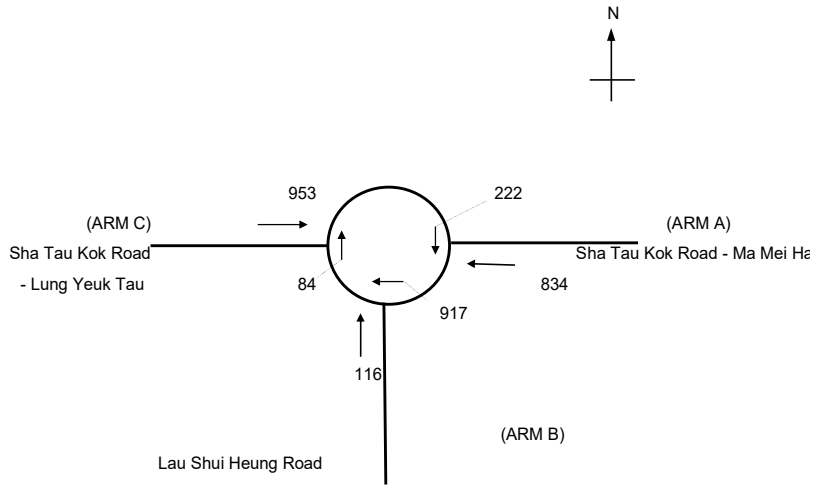
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	4	1010	45	1286			
Qc	=	Circulating flow across entry (pcu/h)	1374	318	1032	90			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	696	2096	952	2618	Total In Sum =	2345	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.48	0.05	0.49	DFC of Critical Approach =	**0.49**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2022_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



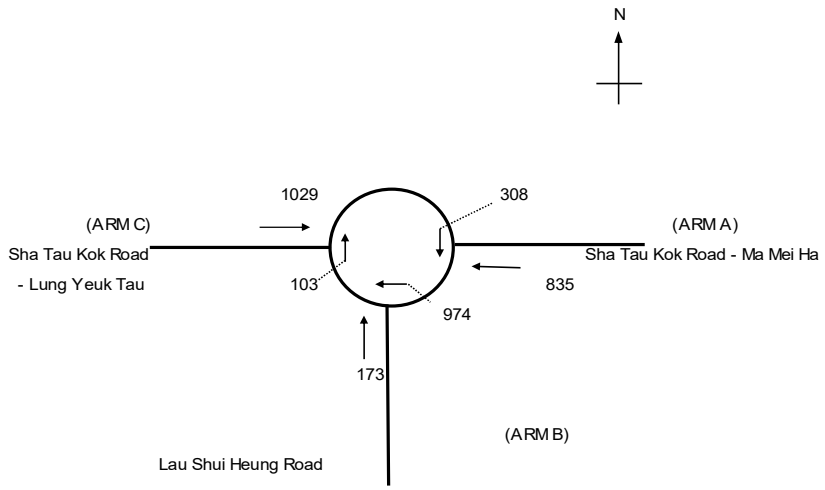
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	3	1088	81	1482			
Qc	=	Circulating flow across entry (pcu/h)	1622	464	1053	141			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	554	1990	939	2579	Total In Sum =	2654	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.55	0.09	0.57	DFC of Critical Approach =	**0.57**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2022_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed AM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



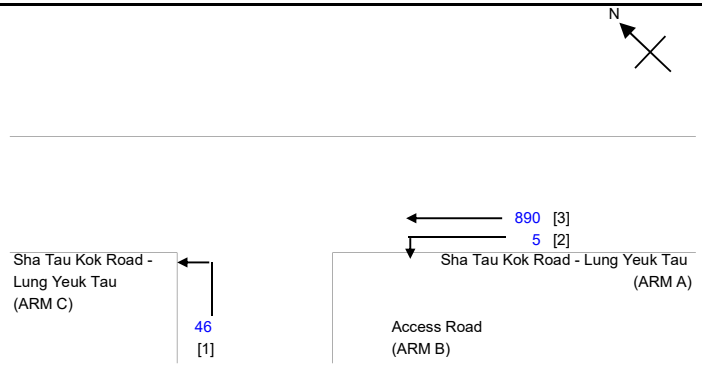
ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	6.8	3.4	6.4		
E	=	Entry width (m)	6.9	5.2	6.5		
L	=	Effective length of flare (m)	1.0	11.9	1.0		
R	=	Entry radius (m)	10.0	60.0	22.0		
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0		
A	=	Entry angle (degree)	39.0	60.0	4.0		
Q	=	Entry flow (pcu/h)	834	116	953		
Qc	=	Circulating flow across entry (pcu/h)	222	917	84		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09		
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48		
M	=	EXP((D-60)/10)	0.45	0.45	0		
F	=	303*X2	2083	1398	1962		
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34		
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65		
Qe	=	K(F-Fc*Qc)	1779	835	2088	Total In Sum =	950 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.47	0.14	0.46	DFC of Critical Approach =	0.47

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2022_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed PM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	835	173	1029			
Qc	=	Circulating flow across entry (pcu/h)	308	974	103			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1726	807	2075	Total In Sum =	1008	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.48	0.21	0.50	DFC of Critical Approach =	0.50	

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2022_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J3_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Jun-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	5	(pcu/hr)
q a-c	=	890	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	46	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

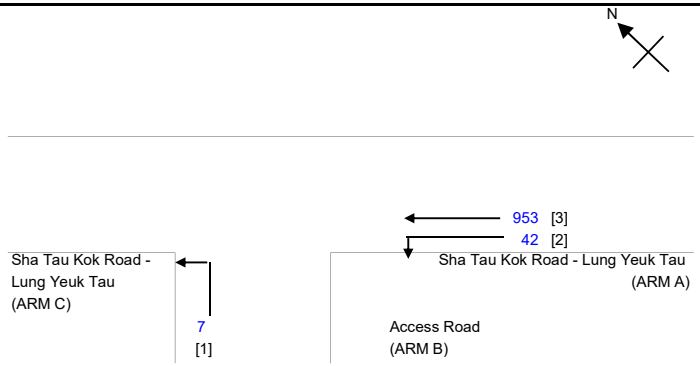
Q b-a	=	238			
Q b-c	=	473	Q b-c (O) =	473	
Q c-b	=	321			
Q b-ac	=	473			
TOTAL FLOW	=	941	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0973
DFC c-b	=	0.0000

CRITICAL DFC = 0.10

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2022_PM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J3_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Jun-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	42	(pcu/hr)
q a-c	=	953	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	7	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	224			
Q b-c	=	452	Q b-c (O) =	452	
Q c-b	=	303			
Q b-ac	=	452			
TOTAL FLOW	=	1002	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

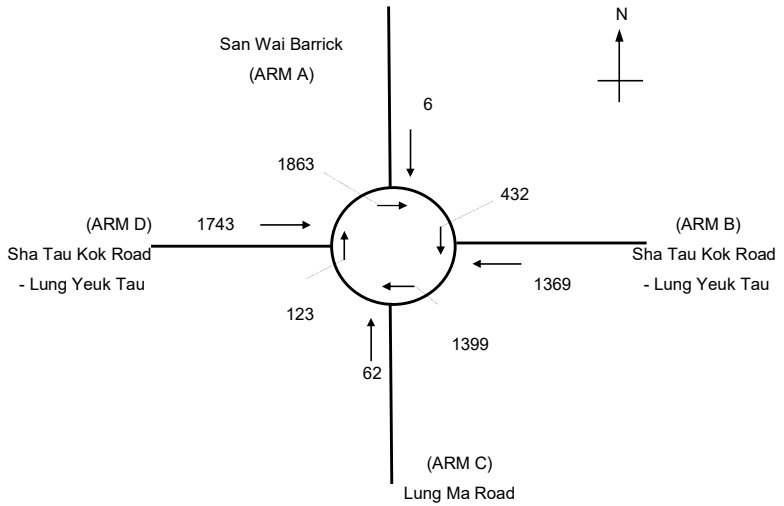
DFC b-a	=	0.0000
DFC b-c	=	0.0155
DFC c-b	=	0.0000

CRITICAL DFC = 0.02

Appendix C

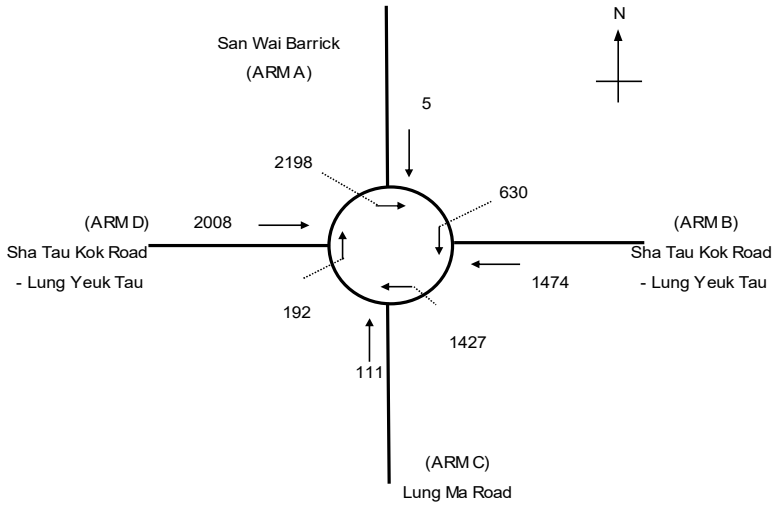
2026 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Ref_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



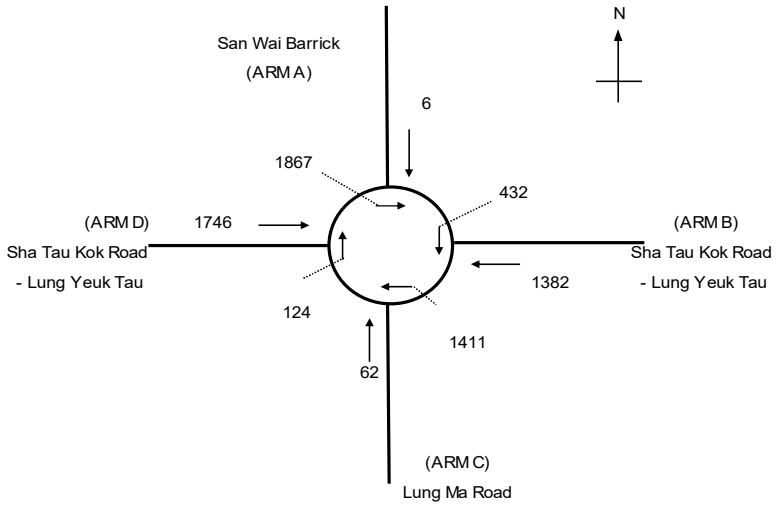
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	6	1369	62	1743			
Qc	=	Circulating flow across entry (pcu/h)	1863	432	1399	123			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	416	2013	731	2593	Total In Sum =	3180	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.68	0.08	0.67	DFC of Critical Approach =	**0.68**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Ref_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	5	1474	111	2008			
Qc	=	Circulating flow across entry (pcu/h)	2198	630	1427	192			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	224	1869	715	2539	Total In Sum =	3598	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.02	0.79	0.16	0.79	DFC of Critical Approach =	**0.79**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Des_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22

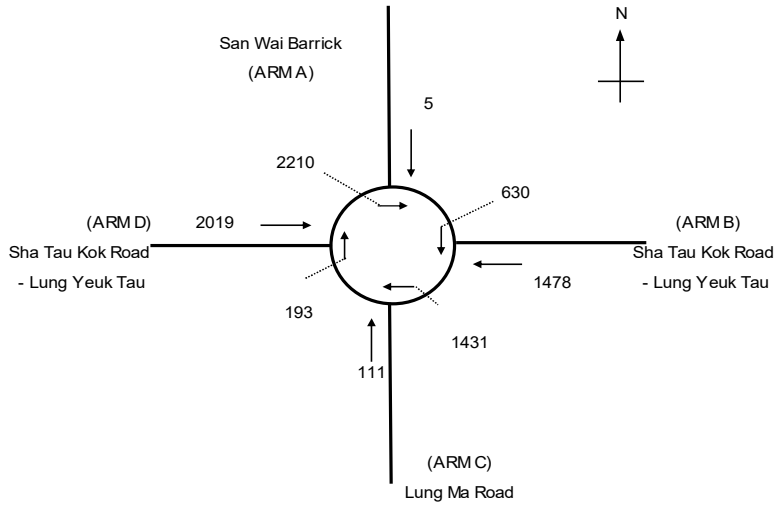


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	6	1382	62	1746
Qc	=	Circulating flow across entry (pcu/h)	1867	432	1411	124
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	414	2013	724	2592
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.69	0.09	0.67

Total In Sum = 3196 PCU

DFC of Critical Approach = **0.69**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Des_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22

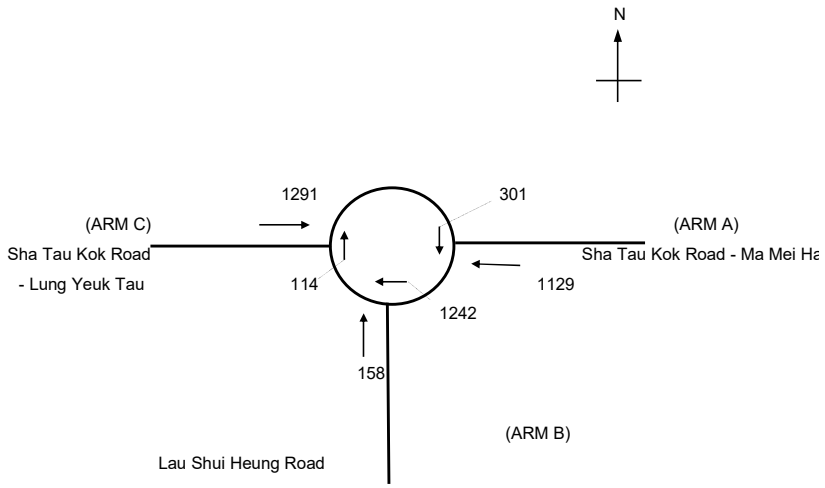


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	5	1478	111	2019
Qc	=	Circulating flow across entry (pcu/h)	2210	630	1431	193
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	217	1869	712	2538
DFC	=	Design flow/Capacity = Q/Qe	0.02	0.79	0.16	0.80

Total In Sum = 3613 PCU

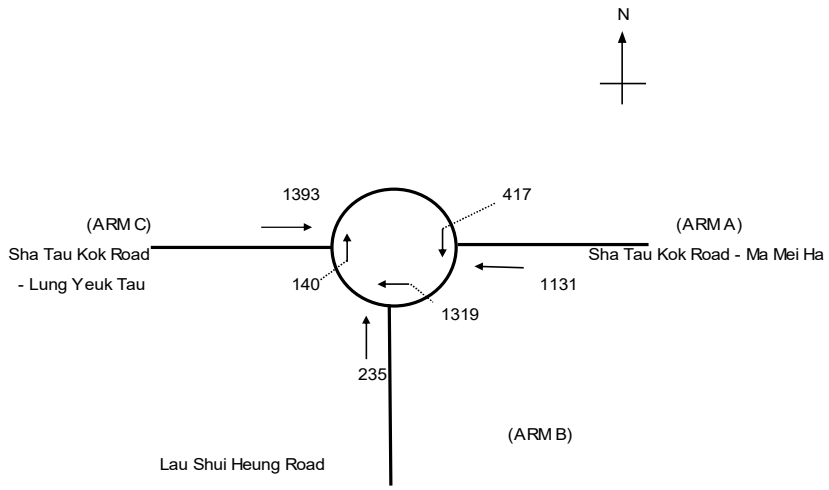
DFC of Critical Approach = **0.80**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Ref_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference AM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



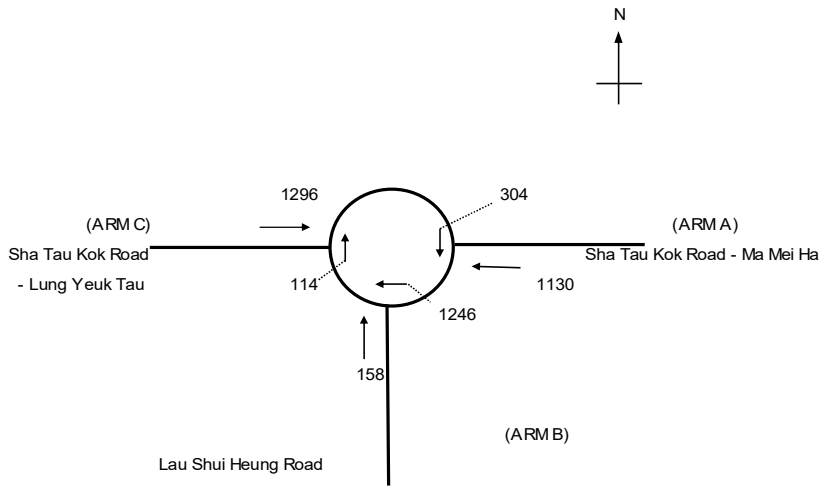
ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	6.8	3.4	6.4		
E	=	Entry width (m)	6.9	5.2	6.5		
L	=	Effective length of flare (m)	1.0	11.9	1.0		
R	=	Entry radius (m)	10.0	60.0	22.0		
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0		
A	=	Entry angle (degree)	39.0	60.0	4.0		
Q	=	Entry flow (pcu/h)	1129	158	1291		
Qc	=	Circulating flow across entry (pcu/h)	301	1242	114		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09		
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48		
M	=	EXP((D-60)/10)	0.45	0.45	0		
F	=	303*X2	2083	1398	1962		
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34		
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65		
Qe	=	K(F-Fc*Qc)	1731	672	2067	Total In Sum =	1287 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.65	0.24	0.62	DFC of Critical Approach =	0.65

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Ref_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference PM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	1131	235	1393			
Qc	=	Circulating flow across entry (pcu/h)	417	1319	140			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1659	633	2049	Total In Sum =	1366	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.68	0.37	0.68	DFC of Critical Approach =	0.68	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Des_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design AM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22

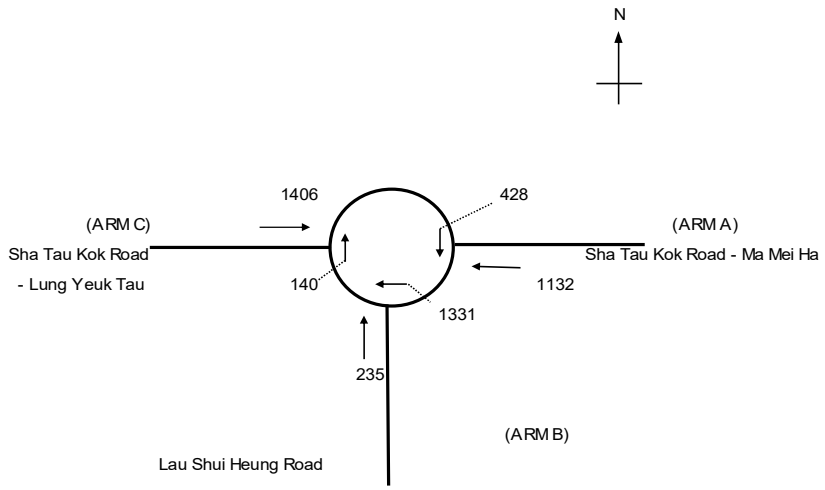


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	6.8	3.4	6.4
E	=	Entry width (m)	6.9	5.2	6.5
L	=	Effective length of flare (m)	1.0	11.9	1.0
R	=	Entry radius (m)	10.0	60.0	22.0
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0
A	=	Entry angle (degree)	39.0	60.0	4.0
Q	=	Entry flow (pcu/h)	1130	158	1296
Qc	=	Circulating flow across entry (pcu/h)	304	1246	114
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48
M	=	EXP((D-60)/10)	0.45	0.45	0
F	=	303*X2	2083	1398	1962
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65
Qe	=	K(F-Fc*Qc)	1729	670	2067
DFC	=	Design flow/Capacity = Q/Qe	0.65	0.24	0.63

Total In Sum = 1288 PCU

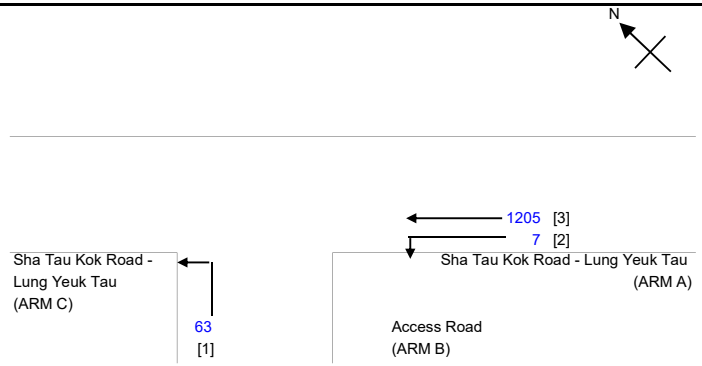
DFC of Critical Approach = 0.65

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Des_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design PM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	1132	235	1406			
Qc	=	Circulating flow across entry (pcu/h)	428	1331	140			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1652	627	2049	Total In Sum =	1367	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.69	0.37	0.69	DFC of Critical Approach =	0.69	

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2026 Ref_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J3_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Jun-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	7	(pcu/hr)
q a-c	=	1205	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	63	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	183			
Q b-c	=	390	Q b-c (O) =	390	
Q c-b	=	264			
Q b-ac	=	390			
TOTAL FLOW	=	1275	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1615
DFC c-b	=	0.0000

CRITICAL DFC = 0.16

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
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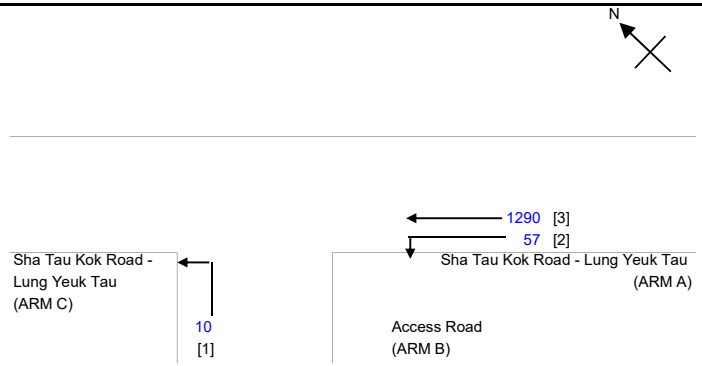

NOTES : (GEOMETRIC INPUT DATA)

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W cr	=	CENTRAL RESERVE WIDTH
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W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	57	(pcu/hr)
q a-c	=	1290	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	165			
Q b-c	=	362	Q b-c (O) =	362	
Q c-b	=	240			
Q b-ac	=	362			
TOTAL FLOW	=	1357	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0276
DFC c-b	=	0.0000

CRITICAL DFC = 0.03

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
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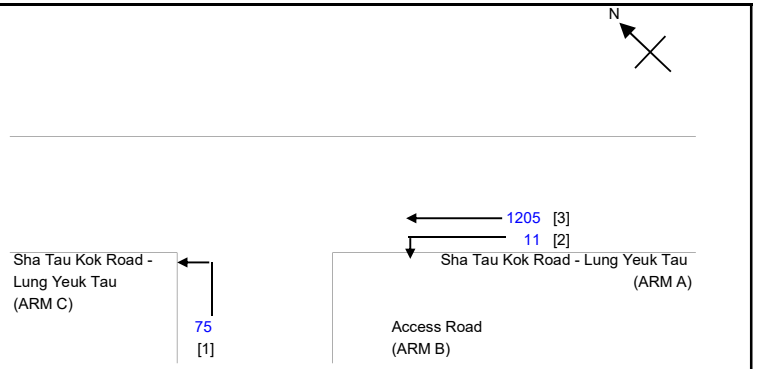
J3_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Jun-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	1205	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	75	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	183			
Q b-c	=	389	Q b-c (O) =	389	
Q c-b	=	263			
Q b-ac	=	389			
TOTAL FLOW	=	1291	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1928
DFC c-b	=	0.0000

CRITICAL DFC = 0.19

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
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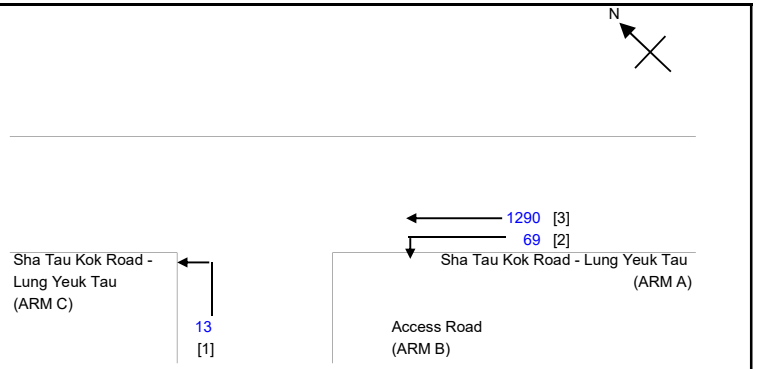

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	69	(pcu/hr)
q a-c	=	1290	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	164			
Q b-c	=	361	Q b-c (O) =	361	
Q c-b	=	238			
Q b-ac	=	361			
TOTAL FLOW	=	1372	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0360
DFC c-b	=	0.0000

CRITICAL DFC = 0.04

TOCO PLANNING CONSULTANTS LTD.
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No. 651 King's Road,
North Point, Hong Kong
Tel: 2895 0168
Fax: 2577 2862
E-mail: tocoplanning@hotmail.com
Website: http://www.tocoplanning.com

達材都市規劃顧問有限公司

The Secretary,
Town Planning Board
15th Floor
North Point Government Offices
333 Java Road
North Point,
Hong Kong

Your Ref.: TPB/A/NE-LYT/766

Dear Sir/ Madam,

24 October, 2022

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Private Car and Light Goods Vehicle) for a Period of 3 Years, at Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling

We refer comments from several government departments sent to us via DPO/Ns' email dated 22.8.2022 and the public. Please find attached 8 copies of the Further Information I in response to comments from Transport Department (TD), Urban Design and Landscape Unit of the Planning Department (UD&L), and Agriculture, Fisheries and Conservation Department (AFCD). The soft copy will be uploaded to the link provided by your Office. Our responses are summarized as follows:-

1. A provision of a speed hump is provided to further reduce the travelling speed of vehicles entering/ leaving the proposed temporary carpark. The Traffic Impact Assessment is also updated and attached in **Appendix I** in response to comments from TD;

2. In response to comments from UD&L, a preliminary landscape layout plan showing the approximate location of the existing trees and the proposed landscape mitigation measures has been prepared;

3. In response to comments from AFCD, please be advised that the proposed temporary carpark is an extension of the adjacent approved temporary carpark to meet the genuine demand of the villagers of Kwan Tei Village. It is noted that there is no current agricultural rehabilitation program at the site and the proposed temporary carpark only comprises a portion of the private lot. Removable materials will be used for construction of the carpark and the remaining portion of the lot with the existing vegetation will remain unaffected.

TED T. C. CHAN
MPIA, MHKIP, RPP

It is noted that a total of 80 comments were received during the public consultation period. Out of the total, 73 were in support, 1 had no comment, 3 objected and 3 provided advisory comments. Our responses is summarized as follows:-

1. The Applicant appreciates the strong support and advisory comments from the general public. The Applicant will commit to construct the proposed temporary carpark based on the proposal and mitigation measures.

2. The current scheme is an improved scheme to the previous application (i.e. Application No. A/NE-LYT/718). The proposed site area has been largely reduced, the existing trees at the site are proposed to be retained (where possible) or relocated. Removable material will be used for the construction of the proposed temporary carpark so that the site could be easily reinstated upon expiry of the planning permission (if obtained).

3. The proposed temporary carpark would not induce traffic impact as it is proposed to serve the parking demand for the nearby villagers only. On the other hand, the proposed temporary carpark provides parking spaces which would help alleviate illegal parking problem and traffic safety within the village roads.

We hope that the Applicant's submission documents have satisfactorily addressed the concerns of the relevant government departments and the Town Planning Board.

Yours faithfully,
Toco Planning Consultants Ltd.

Ted Chan
Managing Director

c.c. DPO/North – Ms. Sandy Yik

TED T.C. CHAN
MRAPI, MHKIP

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Private Car and Light goods Vehicle) For a Period of 3 Years, at Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling

(Application No. A/NE-LYT/766)

Further Information I

1. RESPONSES TO DEPARMENTAL COMMENTS

1.1 Responses to Comments from Transport Department

1.2 Responses to Comments from Urban Design and Landscape Unit of Planning Department

1.3 Responses to Comments from Agriculture, Fisheries and Conservation Department

Appendix I: Revised Traffic Impact Assessment

Toco Planning Consultants Ltd.

OZZO Technology (HK) Ltd.

TOCO

1. RESPONSES TO DEPARTMENTAL COMMENTS

1.1 Responses to Comments from Transport Department

Item	Departmental Comments	The Applicant's Responses
TD(1)	the applicant should substantiate the traffic generation and attraction from and to the Site as quoted in the application;	The traffic generation and attraction of the proposed temporary car park is making reference to the in-and-out survey conducted at a public car vehicle park in the vicinity of the site at Ma Sik Road (hereafter refers as "the surveyed car park site"). The surveyed car park site is considered appropriate to represent the proposed temporary car park due to the following reasons: 1. The surveyed car park site is located in Fanling and located adjacent an existing village (Shek Wu San Tsuen), for which the traffic characteristic with the surveyed car park is similar to the proposed temporary car park. 2. Survey results indicate that over 95% of the car park usage is private car, which is similar to the proposed temporary car park. 3. The surveyed car park site is a public car park, which is the same as the proposed temporary car park. Considering the surveyed car park site with similar nature in the vicinity of the proposed temporary car park is rather limited, the surveyed car park at Ma Sik Road is considered appropriate and best represent the traffic demand for the proposed temporary car park. Paragraph 4.7.1 has been updated to include the elaboration of the selected survey site and the revised TIA is attached in **Appendix I**.

Item	Departmental Comments	The Applicant's Responses
TD(2)	the applicant should advise the traffic impact to the nearby road links and junctions under the worst case scenario, in particular the traffic impact to junctions of the village access and Sha Tau Kok – Lung Yeuk Tau and the pedestrian crossing immediately next to the village access;	As mentioned in the TIA, the traffic forecast is projected based on the peak hour traffic flows and a conservative growth factor making reference to 2019-Based TPEDM. Thus the future year traffic flows have represented the worst scenario. The priority junction of village access and Sha Tau Kok – Lung Yeuk Tau has been included as J3 in the previous submitted version, while traffic condition of the adjacent signalized crossing will also be included in the J3 assessment in this revised submission.
TD(3)	the applicant should advise the traffic management measures to ensure the road safety at the intersection point between the existing village access and the proposed vehicular access leading to the Site, near Kwai Tei Children's Playground;	To ensure safety road safety at the intersection point, a 1.5m footpath connecting to Kwai Tei Children's Playground associated with standard type-2 railing has been proposed for section adjacent to Kwai Tei Children's Playground. Provision of speed hump is also proposed to further reduce the travelling speed of vehicles entering/leaving the proposed temporary car park. Paragraph 2.2.3 and 5.1.6 were also updated to reflect the road safety measures. In addition, updated Plan C of the Planning Statement is attached on the **following page**.

Sha Tau Kok Road - Lung Yeuk Tau

1.5m Footpath with Pedestrian Railings

2.5m

3.5m

Proposed Speed Hump

5.5m

6.1m

6.7m

5.7m

6.5m

1

2m

3m Setback from the Top of the Bank of an Existing Small Stream

Proposed Pedestrian Access with Direct Connection to Adjacent Village

LEGEND:

- Site Boundary
- Temporary Road Alignment
- Proposed Pedestrian Railing
- Parking Spaces for Private Cars
- Parking Spaces for Light Goods Vehicle

0 8 16 24 32

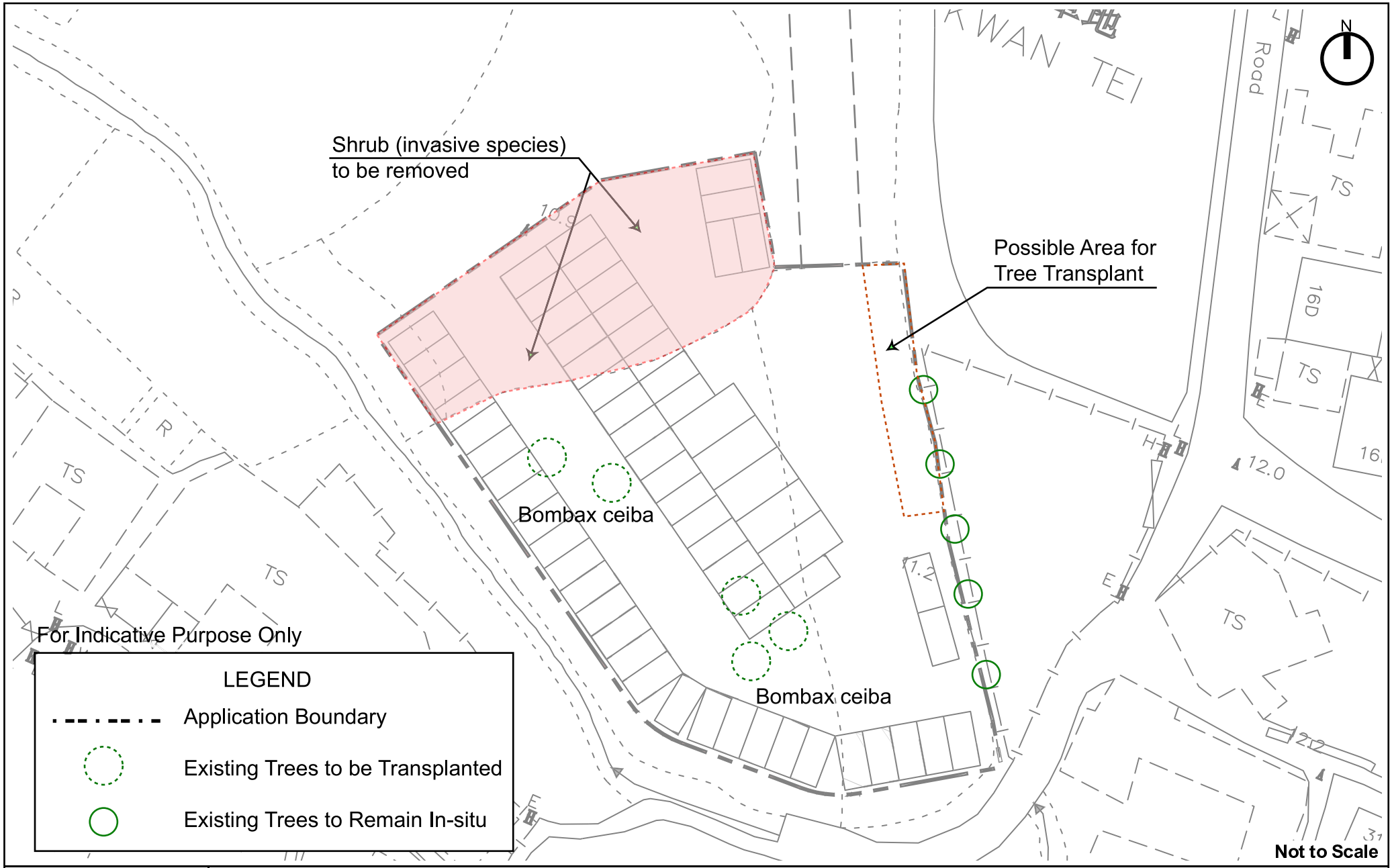
OZZO TECHNOLOGY

Plan C: Layout Plan

Item	Departmental Comments	The Applicant's Responses
TD(4)	it is noted that the Site is not directly connected to Sha Tau Kok Road. The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety; and	The main purpose of the proposed temporary car park is to serve the parking demand for the nearby villages only. To allow a direct pedestrian connection to the proposed temporary car park, a pedestrian access will be provided at the bottom south corner of the car park site, allowing a direct pedestrian connection to the adjacent village.
TD(5)	the applicant should advise the management/control measures to be implemented to ensure no queuing of vehicles along the existing village access road and back onto Sha Tau Kok Road – Lung Yeuk Tau considering the width of the village access near Kwan Tei Children's Playground is only 4m.	Study findings indicate a maximum car park demand of 16 pcu's during peak hours. Assessment results from the M/M/C model indicate a trivial probability where vehicular conflict is identified (i.e. more than 1 vehicle at the one-lane-two-way section). Details of assessment in relation to potential conflict is also presented below for information: *<u>Conflict Analysis</u>* *a) Maximum Driveway length (l) = 20m* *b) Assumed travelling speed on driveway (s) = 10kph* *c) Average Servicing Time (1/μ) = 3600 x l / s = 7.2sec* *i.e. Average Servicing Rate (μ) of driveway = 3600/7.2 = 500veh/hr* *d) No. of vehicles per hour (r) = 16veh/hr* *i.e. Utilization factor = r/μ = 0.032* *By adopting M/M/C Model, probability are summarized as follows:* *Probability of no vehicle in the driveway P(0) = 0.9680* *Probability of 1 vehicle in the driveway P(1) = 0.0310* *i.e. Probability of more than 1 vehicles using the driveway section (Potential conflict occurs) = 1 – P(0) – P(1) = 0.001* To further minimize the potential traffic impact at the proposed access road, a passing bay is also proposed at the proposed access road to avoid queuing of vehicles along the existing village access road.

1.2 Responses to Comments from Urban Design and Landscape Unit of Planning Department

Item	Departmental Comments	The Applicant's Responses
UD&L(1)	Some trees of common and invasive species are found at the northwest portion of the Site and along the eastern site boundary. Some *Bombax ceiba* (木棉) in fair condition are observed at the west and south portion of the Site which may be in conflict with the parking space and vehicle access road. The applicant is advised to provide a landscape proposal including information on existing trees within and along the site boundary, proposed tree treatment and proposed landscape mitigation measures. The applicant is advised to adjust the layout of the vehicle access road and location of the parking space to minimize impact on the Bombax ceiba located within the Site.	Noted. The *Bombax ceiba* located at the western and southern portion of the site are proposed to be transplanted to the perimeter of the application site to avoid interference of the carpark layout. The existing trees along the site boundary (eastern potion of the site) are proposed to remain in-situ. The invasive species that are found at the north-western portion of the site and along the eastern boundary are proposed to be removed. A preliminary landscape layout plan showing the approximate location of existing trees and the proposed landscape mitigation measures is attached on the **following page**. The Applicant is committed to submit a landscape and tree preservation proposal with tree survey after the subject section 16 planning application is approved by the Town Planning Board.



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Plan 1: Preliminary Landscape Layout Plan

1.3 Responses to Comments from Agriculture, Fisheries and Conservation Department

Item	Departmental Comments	The Applicant's Responses
AFCD(1)	The application is not supported from agricultural point of view as the Site possesses potential for agricultural rehabilitation. Agricultural activities are active in the vicinity and agricultural infrastructures such as road access and water source are available. The Site can be used for agricultural activities such as open field cultivation, greenhouses, etc.; and	Please be advised that the proposed temporary car park is an extension of the adjacent temporary carpark (Application No. A/NE-LYT/742) approved by the Town Planning Board on 5.2.2021 to meet the genuine demand of the villagers/residents of Kwan Tei Village. Removable materials will be used for the construction of the proposed temporary car park so that the application site could be easily reinstated upon expiry of the planning permission (if obtained). It is noted that there is no current agricultural rehabilitation program at the site and the proposed temporary development only comprises a portion of lot 466 in D.D. 83. The application site has been vacant for a long time. It has a total area of about 2,008.75m^2, which only represents about 0.14% of the entire "AGR" zone (i.e. 1,441,900m^2) on the current Lung Yeuk and Kwan Tei South Outline Zoning Plan. The remaining portion of the lot with the existing vegetation will remain unaffected. Based on the justifications above, the proposed temporary car park will not frustrate the long-term planning intention of the "AGR" zone for future agricultural rehabilitation.
AFCD(2)	the watercourse is located at the south of the Site, should the application be approved, the applicant should be reminded to implement good site practice so not to pollute the watercourse nearby.	Noted and agreed.

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling, New Territories

Traffic Impact Assessment Study
Final Report
September 2022

Ozzo Technology (HK) Ltd
14/F, EIB Tower
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http:// www.ozzotec.com

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei, Fanling, New Territories

Traffic Impact Assessment Study
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September 2022

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked/ Date	Approved / Date
0	Final Report	HL 27/5/2022	LL 30/5/2022	OC 6/6/2022
0a	Final Report	HL 8/6/2022	LL 16/6/2022	OC 16/6/2022
0b	Final Report	HL 15/7/2022	LL 18/7/2022	OC 19/7/2022
1	Final Report	HL 25/8/2022	DP 8/9/2022	OC 9/9/2022

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1 INTRODUCTION

1.1 Background

1.1.1 The Applicant seeks planning permission for a Proposed Temporary Public Vehicle Park for a Period of 3 Years at Lots 466 (Part) in D.D. 83, Kwan Tai, Fanling, New Territories ("the Application Site").

1.1.2 The temporary public vehicle park will provide 63 nos. of parking spaces for private car and/or light goods vehicles, serving the local residents and developments in the area.

1.1.3 Ozzo Technology (HK) Limited are commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the temporary vehicle park.

1.2 Objectives of the Study

1.2.1 The objectives of the TIA study are as follows:

- To review the existing traffic conditions of the nearby road network;
- To estimate the traffic generation due to the temporary vehicle park;
- To assess the future traffic situation in the surrounding road network;
- To appraise the potential traffic impact to be induced by the temporarary vehicle park on the nearby road network;
- To recommend improvement proposals, if required; and
- To advise on the access arrangement.

1.3 Report Structure

1.3.1 Following the introduction of this Chapter, this report contains the following chapters:

- Chapter 2 describes the proposed temporary public vehicle park;
- Chapter 3 summarizes the existing traffic conditions in nearby area;
- Chapter 4 provides traffic forecast and the traffic impact results; and
- Chapter 5 summarises the findings and conclusions of this TIA study.

2 THE PROPOSED TEMPORARY VEHICLE PARK

2.1 Site Location

2.1.1 **Figure 2-1** shows the location of the Application Site which is situated at Lots 466 (Part) in D.D. 83, Kwan Tei, Fanling and the Site is currently vacant.

2.2 The Proposed Temporary Vehicle Park

2.2.1 **Figure 2-2** shows the layout of the parking spaces within the proposed temporary public vehicle park. A total of 63 parking spaces (58 nos. for private cars and 5 nos. for light goods vehicles) will be provided, serving mainly the local residents and developments in the nearby area. Vehicle swept path assessments are undertaken to indicate that sufficient spaces are available for vehicle manuveuring within the vehicle park. The assessment results are given in **Appendix A**.

2.2.2 **Figure 2-2** also shows the temporary road alignment arrangement that connects the temporary vehicle park with the existing local access road which links with the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau. In addition, as presented in **Figure 2-2**, to facilitate an effective pedestrian connection between the car park and the main car park users from the adjacent village, a pedestrian access located at the at the bottom south corner of the car park site is proposed, allowing a direct pedestrian connection to the adjacent village.

2.2.3 **Figure 2-3** shows the access arrangement at the temporary access road. To maintain pedestrian connectivity to Kwan Tei Children Playground while to enhance road safety, a 1.5m footpath associated with standard type-2 railings adjacent to Kwan Tei Children Playground and football pitch and a passing bay will also be provided. Provision of speed hump is also proposed to further reduce the travelling speed of vehicles entering/leaving the proposed temporary car park.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

3.1.1 **Figure 3-1** shows the road network in the vicinity of the Application Site. The Application Site is located at Kwan Tei and can be accessed via a local access road linking with the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau.

3.1.2 The section of Sha Tau Kok Road – Lung Yeuk Tau in the vicinity of the Application Site is a dual-two lane carriageway road and is classified as a Rural Road. The road connects the local developments along the road with Sha Tau Kok area in the north and Fanling District to the south.

3.2 Existing Peak Hour Traffic flows

3.2.1 In order to appraise the existing traffic conditions in the area, traffic count surveys were carried out at the key junctions and road links in the vicinity of the Application Site on 18/5/2022 (Wednesday) over the periods of 07:00 – 10:00 in the morning and 16:00 - 19:00 in the afternoon. The survey locations are also shown in **Figure 3-1**.

3.2.2 All vehicle flows in the subsequent analysis are converted to passenger car unit (PCU) based on the PCU factors for priority junctions as indicated in Table 2.3.1.1 of Volume 2 of TPDM and shown in **Table 3-1**.

Table 3-1 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor
Car / Taxi	1.00
Public Light Bus / Minibus	1.50
Light Goods Vehicle	1.50
Medium/ Heavy Goods Vehicle	2.80
Bus / Coach	2.80

3.2.3 Based on the above PCU factors, vehicular traffic flows in PCUs during the AM and PM peak hours of the survey day are calculated and the AM Peak Hour is identified to occur at 07:30 – 08:30 and the PM Peak Hour is 16:45 – 17:45. The 2022 Observed AM and PM peak hour flows are presented in **Figure 3-2**.

3.2.4 According to the existing peak hour traffic flows, the performances of the key junctions in the vicinity of the Application Site during the peak hours are assessed. The results are summarised in **Table 3-2** and the detailed calculation sheets are given in **Appendix B**.

Table 3-2 2022 Peak Hour Performance at Key Junctions

Jn. ID.	Junction	Junction Type	AM Peak	PM Peak
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout	0.49	0.57
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout	0.47	0.50
J3	Sha Tau Kok Road – Lung Yeuk Tau / Local Access Road	Priority	0.10	0.02
		Signalized	100%+	100%+

Note: (1) The capacity index for roundabout / priority junction is design flow to capacity ratio (DFC), while the capcity index for signalized junction is reserved capacity (R.C.)

3.2.5 The results of the assessment reveal that the key junctions in the vicinity of the Application Site operate satisfactorily during the peak hours on a weekday.

3.2.6 The performances of the key road links in the vicinity of the Application Site during the peak hours are also assessed and the results are summarised in **Table 3-3**.

Table 3-3 2022 Peak Hour Performance at Key Road Links

Link ID.	Road Link	Capacity(1) (veh/hr)	AM Peak		PM Peak	
			Flows (veh/hr)	P/Df(2)	Flows (veh/hr)	P/Df
L1	Sha Tau Kok Road – Lung Yeuk Tau Eastbound	2600	772	0.30	806	0.31
L2	Sha Tau Kok Road –Lung Yeuk Tau Westbound	2600	786	0.30	833	0.32

Notes: (1) TPDM Vol 2 Table 2.4.1.1
(2) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

3.2.7 The results of the assessment reveal that the key road links in the vicinity of the Application Site operate satisfactorily during both AM and PM peak hours.

3.3 2022 Adjustment Factor due to COVID-19

3.3.1 Since 2020, the traffic conditions in Hong Kong have been affected by the implementation of various social distancing measures to prevent the outbreak of COVID-19. **Table 3-4** shows comparisons of peak hour traffic flows at the nearby ATC Core Station 5003 (Fanling Highway between So Kwun Po INT and Wo Hop Shek INT) and Station 6206 (Jockey Club Road between Lok Yip Road and Wo Hop Shek INT) recorded in 2018 (i.e. without Covid-19) against the observed flows in 2022 (i.e. with Covid-19).

Table 3-4 Comparisons of Peak Hour Traffic at Nearby Core Stations

ATC Core Station	Peak Hour	Direction	Peak Hour Traffic (veh/hr)		
			2018 ATC	2022 Observed	2022 / 2018 % Change
5003 (Fanling Highway between So Kwun Po INT and Wo Hop Shek INT)	AM Peak	Southbound	2210	1959	-11%
		Northbound	2280	1979	-13%
	PM Peak	Southbound	2650	2467	-7%
		Northbound	2080	1961	-6%
6206 (Jockey Club Road between Lok Yip Road and Wo Hop Shek INT)	AM Peak	Southbound	1480	1610	+9%
		Northbound	1670	1598	-4%
	PM Peak	Southbound	1500	1309	-13%
		Northbound	1530	1342	-12%

Source: Annual Traffic Census (ATC) Reports published by Transport Department

3.3.2 As shown in **Table 3-4**, the amount of peak hour traffic flows observed on the corresponding road links at Station 5003 (Fanling Highway) and Station 6206 (Jockey Club Road) in 2022 are around 4 - 13% less than the 2018 flows. Therefore, to reflect the potential impact of COVID-19, the 2022 Observed AM and PM peak hour flows are increased by +15% to derive the 2022 Adjusted AM and PM peak hour flows as the basis for subsequent assessments.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The anticipated operation year of the temporary vehicle park is 2023 for operation of 3 years, hence, the "Design Year" for this study is set as 2026, 3 years after the operation year.

4.2 Methodology

4.2.1 In forecasting the future traffic flows on the road network in the Study Area, references are made to the following sources of information which include:

- Historical traffic data from Annual Traffic Census (ATC);
- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department; and
- Committed and Planned developments in the Study Area.

4.2.2 The following steps are undertaken to derive the 2026 Peak Hour Reference Flows (i.e. without the Proposed Development) and Design Flows (i.e. with the Proposed Development):

2026 Background Flows =	2022 Adjusted Flows x annual growth factors
2026 Reference Flows =	2026 Background Flows + additional traffic generated by planned developments
2026 Design Flows =	2026 Reference Flows + additional traffic generated by the Proposed Development

4.2.3 The traffic impact to be induced by the Proposed Development is assessed by comparing the 2026 Peak Hour Reference Traffic Flows against the 2026 Design Traffic Flows.

4.3 Historical Traffic Growth

4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2013 to 2018 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations in the Study Area. The data in 2019 and 2020 are not used due to the occurrences of social activities and outbreak of Covid-19 respectively. **Table 4-1** describes the locations of the ATC stations and provides the corresponding traffic data.

Table 4-1 Average Annual Daily Traffic from Annual Traffic Census

Station	Road	Between		2013	2014	2015	2016	2017	2018	Average Growth Rate p.a.
5660	Sha Tau Kok Road	On Kui Street	Wu Shek Kok	27280	26990	30380	33580	33050	33870	4.42%
				-	-1.06%	12.56%	10.53%	-1.58%	2.48%	
5623	Sha Tau Kok Road	Luen Shing Street	On Kui Street	17420	17300	17780	20840	20700	21350	4.15%
				-	-0.69%	2.77%	17.21%	-0.67%	3.14%	
5622	Sha Tau Kok Road	Lok Yip Road	Luen Shing Street	18730	18610	20640	21540	21390	22070	3.34%
				-	-0.64%	10.91%	4.36%	-0.7%	3.18%	
Total				63430	62900	68800	75960	75140	77290	4.03%
				-1.08%	-0.84%	6.28%	6.07%	-15.1%	3.7%	

Source: Annual Traffic Census (ATC) Reports published by Transport Department

4.3.2 As indicated in **Table 4-1**, there was an increase of traffic flows (+4.03% per annum) on the road network in the vicinity of the Site over the period from 2013 – 2018.

4.4 Future Development Intensity in NENT

4.4.1 Reference is also made to the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department. **Table 4-2** presents the population and employment data in NENT (Other Area) for 2019 and 2026.

Table 4-2 2019-Based TPEDM for NENT (Other Area)

Category	2019	2022*	2026	% Growth p.a.
				2022 - 2026
Population(1)	105,400	121,536	143,050	4.16%
Employment Places(1)	36,050	37,014	38,300	0.86%
Total	141,450	158,550	181,350	3.42%

Source: (1) 2019 and 2026 from 2019-based TPEDM published by Planning Department.
**2022 forecast data by interpolation*

4.4.2 As shown in the table, the predicted growth of population and employment places in NENT (Other Area) from 2022 to 2026 is approximately +4.16% and +0.86% per annum respectively.

4.5 Planned and Committed Developments in the Area

4.5.1 According to the published information from Town Planning Board, there is no major planned or committed development within or in the vicinity of the Study Area.

4.6 2026 Reference Traffic Flows

4.6.1 Taking into account of the factors described in Sections 4.3 – 4.5 above, an annual growth rate of +4.16% (refer to **Table 4-2**) is applied to the 2022 Adjusted Flows to derive the 2026 Peak Hour Background Flows. As there is no major planned or committed development in the vicinity of the Study Area and hence no additional flows are applied to the 2026 Background Flows and the final 2026 Peak Hour Reference Flows (i.e. without proposed vehicle park) are shown in **Figure 4-1**.

4.7 Development Trip Generations

4.7.1 In order to estimate the amount of vehicular traffic to be induced by the proposed vehicle park, references are made to the pear hour trip generation rates observed at a public vehicle park at Ma Sik Road in Fanling. The surveyed car park site is considered appropriate to represent the proposed temporary car park due to the following reasons:

- The car park site is located in Fanling and located adjacent an existing village (Shek Wu San Tsuen), for which the traffic characteristic with the is similar to the proposed temporary car park.

- Survey results indicate that over 95% of the car park usage is private car, which is similar to the proposed temporary car park.
- The surveyed car park is a public car park, which is the same as the proposed temporary car park.

4.7.2 The observed trips and peak hour trip rates are shown in Table 4-3.

Table 4-3 Peak Hour Development Traffic Generations/ Attractions

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Ma Sik Road public vehicle park (195 spaces)				
Observed Trips (pcu/hour)	11	38	38	10
Observed Trip Rates (pcu/hour/space)	0.056	0.195	0.195	0.051
Trip Generations by Proposed Temporary Public Vehicle Park (63 spaces)				
Estimated Trip generations (pcu/hr)	4	12	12	3
Total 2-way Trips (pcu/hr)	16		15	

4.7.3 As shown in **Table 4-3**, totals of 16 pcu's (12 in and 4 out) and 15 pcu's (12 in and 3 out) are anticipated to be generated by the Proposed Temporary Vehicle Park in the AM and PM peak hour respectively.

4.7.4 **Figure 4-2** shows the forecast additional AM and PM peak hour development flows on the road network in the study area.

4.8 2026 Design Traffic Flows

4.8.1 By adding the peak hour development flows (**Figure 4-2**) to the forecast 2026 Peak Hour Reference Flows (**Figure 4-1**), the 2026 Peak Hour Design Flows (i.e. with proposed vehicle park) are derived as shown in **Figure 4-3**.

4.9 Traffic Impact Assessment

4.9.1 Based on the 2026 Peak Hour Traffic Flows for both the Reference Scenario (i.e. without temporary vehicle park) and Design Scenario (i.e. with temporary vehicle park), junction and link capacity assessments are carried out and the results are presented in **Table 4-4** and **Table 4-5** respectively. Detailed junction calculation sheets are given in **Appendix C.**

Table 4-4 2026 Peak Hour Performance of Key Junctions

Jn. ID.	Location	Junction Type	Reference		Design	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout	0.68	0.79	0.69	0.80
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout	0.65	0.68	0.65	0.69
J3	Sha Tau Kok Road – Lung Yeuk Tau / Local Access Track	Priority	0.16	0.03	0.19	0.04
		Signalized	100%+	84%	100%+	82%

Note: (1) The capacity index for roundabout / priority junction is design flow to capacity ratio (DFC), while the capcity index for signalized junction is reserved capacity (R.C.)

Table 4-5 2026 Peak Hour Performance of Key Road Links

ID.	Road Link		Reference		Design	
			AM Peak	PM Peak	AM Peak	PM Peak
L1	Sha Tau Kok Road – Lung Yeuk Tau Eastbound	Flows (Veh/hr)	1046	1093	1050	1105
		PDf(2)	0.40	0.42	0.40	0.43
L2	Sha Tau Kok Road – Lung Yeuk Tau Westbound	Flows (Veh/hr)	1066	1130	1079	1134
		PDf(2)	0.41	0.44	0.42	0.44

Notes: (1) P/Df = Peak Hourly Flows/Design Flow Ratios for road links

4.9.2 It is indicated in **Table 4-4 and 4-5** that all of the key junctions and road links in the vicinity of the temporary vehicle park would perform satisfactorily during the peak hours in 2026 for both the Reference and Design Scenarios.

4.9.3 By comparing the junction and link capacities between the Reference and Design Scenarios, the differences between the two scenarios are insignificant as the amounts of vehicle park traffic are not high (i.e. 2-ways flows of around 15-16 pcu's). Hence, it can be concluded that the development traffic generated by the temporary vehicle park would not create adverse traffic impact to the road network in the vicinity of the Application Site.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The applicant seeks planning permission for a proposed public vehicle Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for a Period of 3 Years at Lots 466 (Part) in D.D. 83, Kwan Tai, Fanling, New Territories (hereafter referred as the "Application Site").

5.1.2 The temporary vehicle park will provide 63 nos. of parking spaces for private car and/or light goods vehicles.

5.1.3 In order to appraise the existing traffic conditions in the vicinity of the Application Site, traffic count surveys were undertaken over the AM and PM peak periods on 18 May 2022.

5.1.4 Junction and link capacity assessments are carried out for the peak hours for the key junctions and road links in the vicinity of the Application Site. The results indicate that all junctions and road links perform satisfactorily during the weekday AM and PM peak hours. The 2022 observed flows are adjusted with reference to the ATC traffic data to reflect the potential impact of Covid-19.

5.1.5 The design year for traffic impact assessment is 2026, i.e. 3 years after the opening year of 2023. Forecast of 2026 future traffic flows in the area has taken into account the historical traffic growth and future developments in the area.

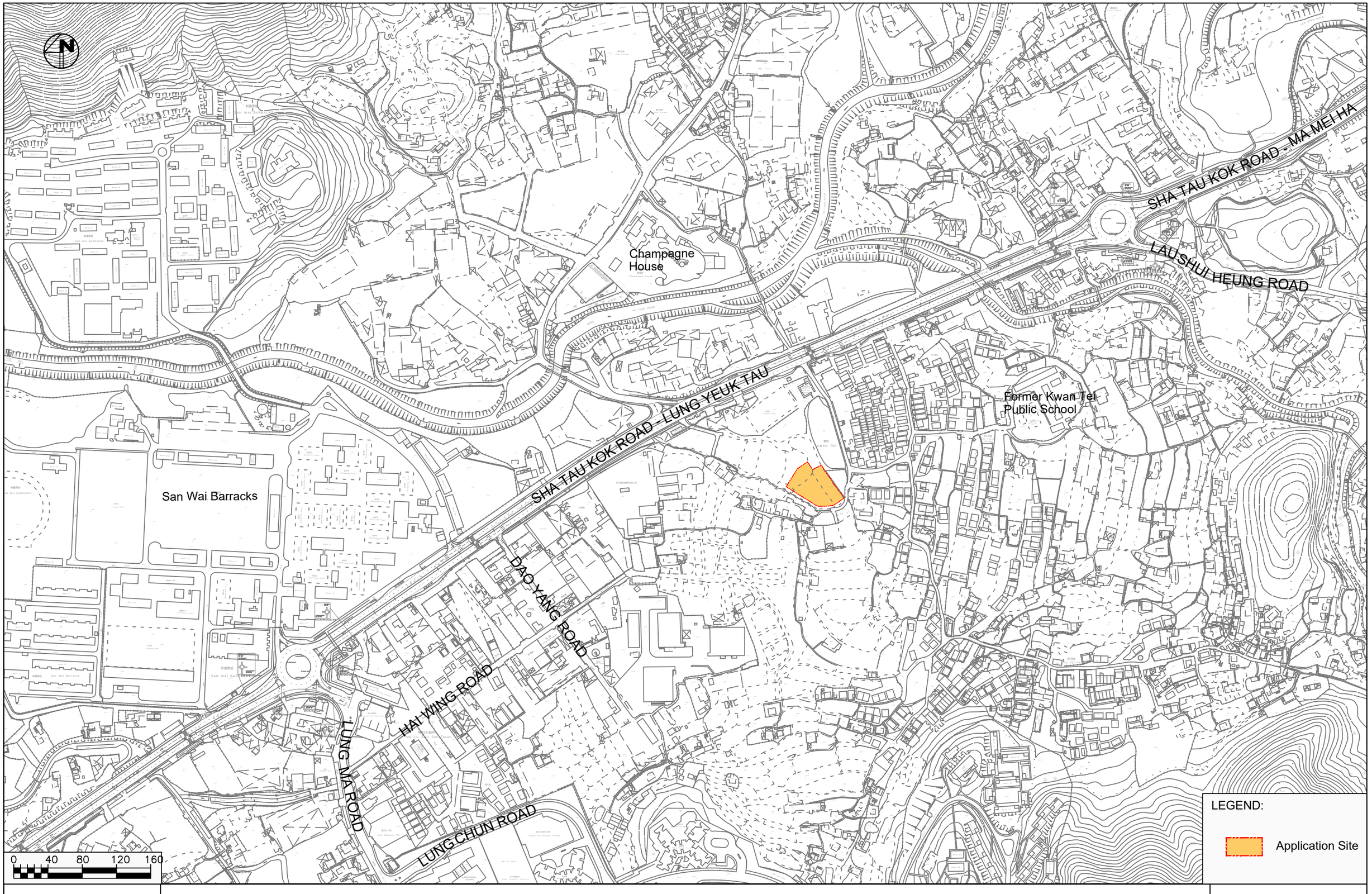
5.1.6 It is anticipated that the temporary vehicle park would generate around 15-16 two-way vehicle trips during the AM and PM peak hours on a weekday. A temporary access road will be provided for accessing the temporary vehicle park. To facilitate an effective pedestrian connection between the car park and the main car park users from the adjacent village, a pedestrian access located at the at the bottom south corner of the car park site is proposed, allowing a direct pedestrian connection to the adjacent village. On the other hand, to maintain pedestrian connectivity of Kwan Tei Children Playground while to enhance road safety, a 1.5m footpath associated with standard type-2 railings adjacent to Kwan Tei Children Playground and football pitch and a passing bay will also be provided. Provision of speed hump is also proposed to further reduce the travelling speed of vehicles entering/leaving the proposed temporary car park.

5.1.7 Traffic impact assessments are undertaken by comparing the 2026 Reference Traffic Flows (i.e. without the temporary vehicle park) and Design Traffic Flows (i.e. with the temporary vehicle park). The results of the assessment indicate that the key junctions and road links would perform satisfactorily for both scenarios. As the amount of traffic generated by the temporary vehicle park is not high, the development traffic would not create adverse traffic impact on the network in the vicinity of the site.

5.2 Conclusions

5.2.1 Based on the results of the assessment, it can be concluded that the temporary vehicle park would not induce adverse traffic impact to the road network in the vicinity of the site. On the other hand, the vehicle park provides parking spaces for the local residents and developments in the area and which would help to alleviate illegal parking problem.

Figures



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Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Site Location

Date	Scale
16/06/2022	1:4000

Project No.	Rev.
82304	A

Dwg No. Figure 2-1

Sha Tau Kok Road - Lung Yeuk Tau

沙頭角公路 - 龍躍頭段

1.5m Footpath with Pedestrian Railings

2.5m

3.5m

Proposed Speed Hump

5.5m

6.1m

6.7m

5.7m

6.5m

2m

3m Setback from the Top of the Bank of an Existing Small Stream

Proposed Pedestrian Access with Direct Connection to Adjacent Village

Sha Tau Kok Road - Ma Liu Shui San Tsuen Sewage Pumping Station

沙頭角公路 馬料水新村污水泵房

Kwan Tei Children's Playground

Football Field

KWAN TEI

LEGEND:

- Site Boundary
- Temporary Road Alignment
- Proposed Pedestrian Railing
- Parking Spaces for Private Cars
- Parking Spaces for Light Goods Vehicle

0 8 16 24 32

OZZO TECHNOLOGY

Date 06/09/2022

Scale 1:800

Section 16 Planning Application for Temporary Public Vehicle Park at Lot 466 in D.D. 83, Kwan Tei, Fanling

Proposed Parking Layout and Temporary Road Alignment Arrangement

Project No. 82304

Dwg No. Figure 2-2

Rev. C

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Sha Tau Kok Road - Lung Yeuk Tau

1.5m Footpath with Pedestrian Railings

2.5m

3.5m

Passing Bay

5.5m

Proposed Speed Hump

RCP

重地 兒童遊樂場 Kwan Tei Children's Playground

足球場 Football Field

SHR

LEGEND:

- Site Boundary
- Temporary Road Alignment
- Proposed Pedestrian Railing

0 4 8 12 16

OZZO TECHNOLOGY

Date 08/09/2022 | Scale 1:400

Section 16 Planning Application for Temporary Public Vehicle Park at Lot 466 in D.D. 83, Kwan Tei, Fanling

Temporary Road Alignment Arrangement

Project No. 82304 | Rev. D

Dwg No. Figure 2-3

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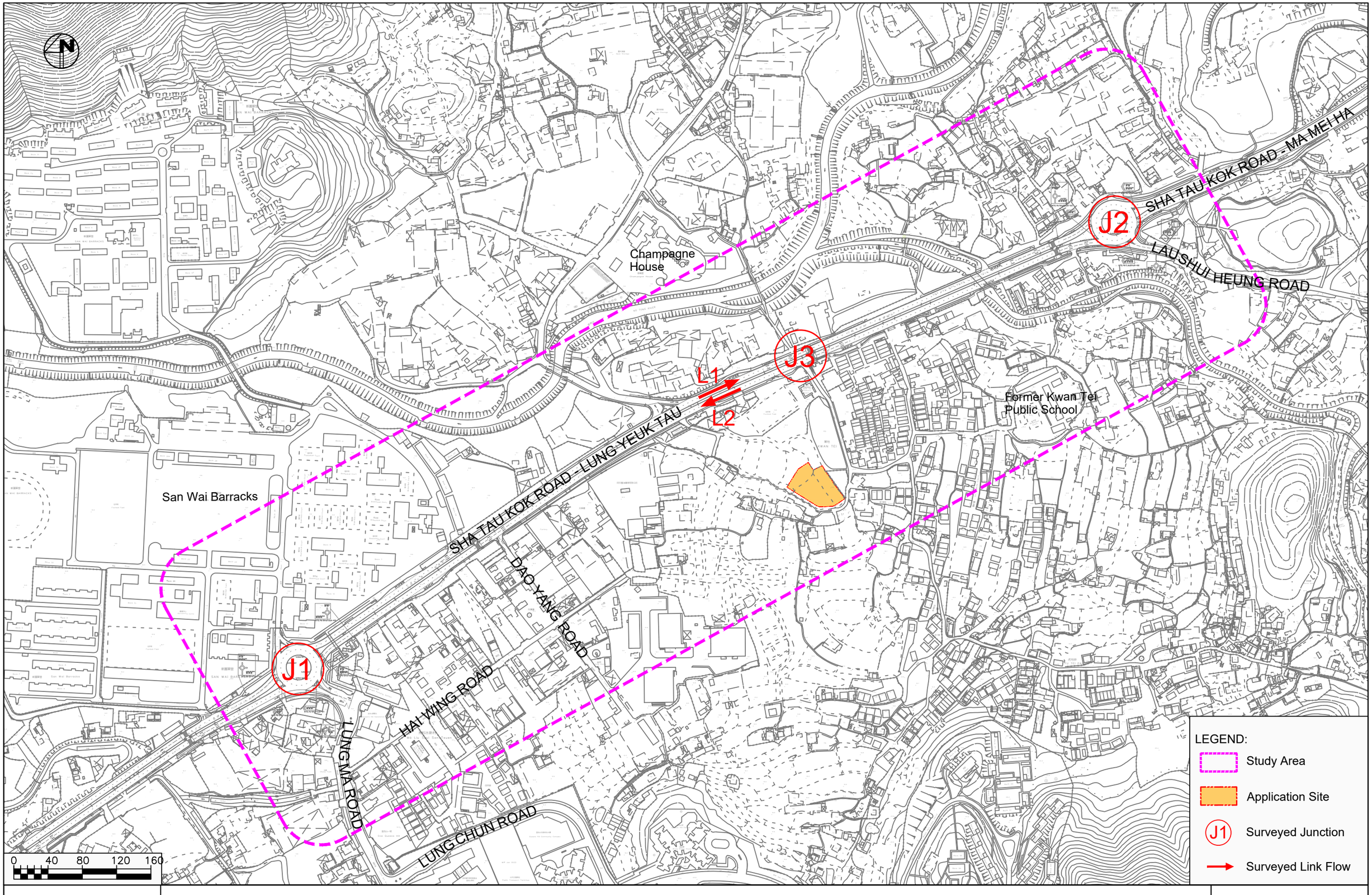

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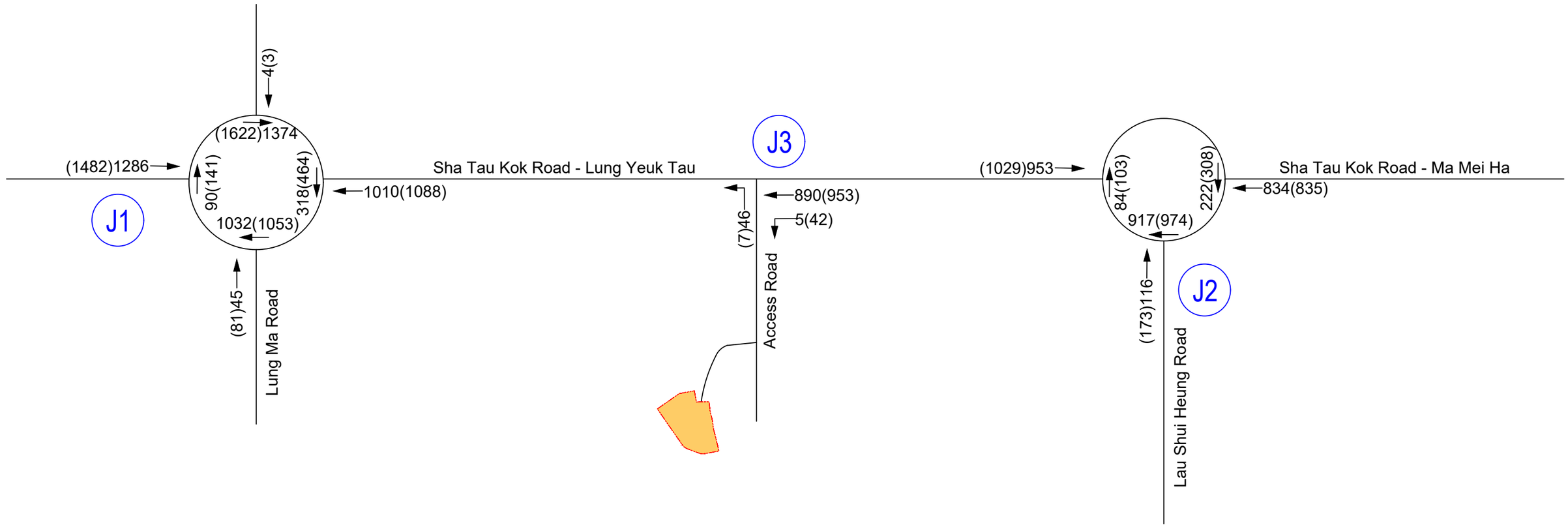
Date	Scale
16/06/2022	1:4000

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Study Area and Traffic Survey Locations

Project No.	Rev.
82304	A
Dwg No. Figure 3-1	



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

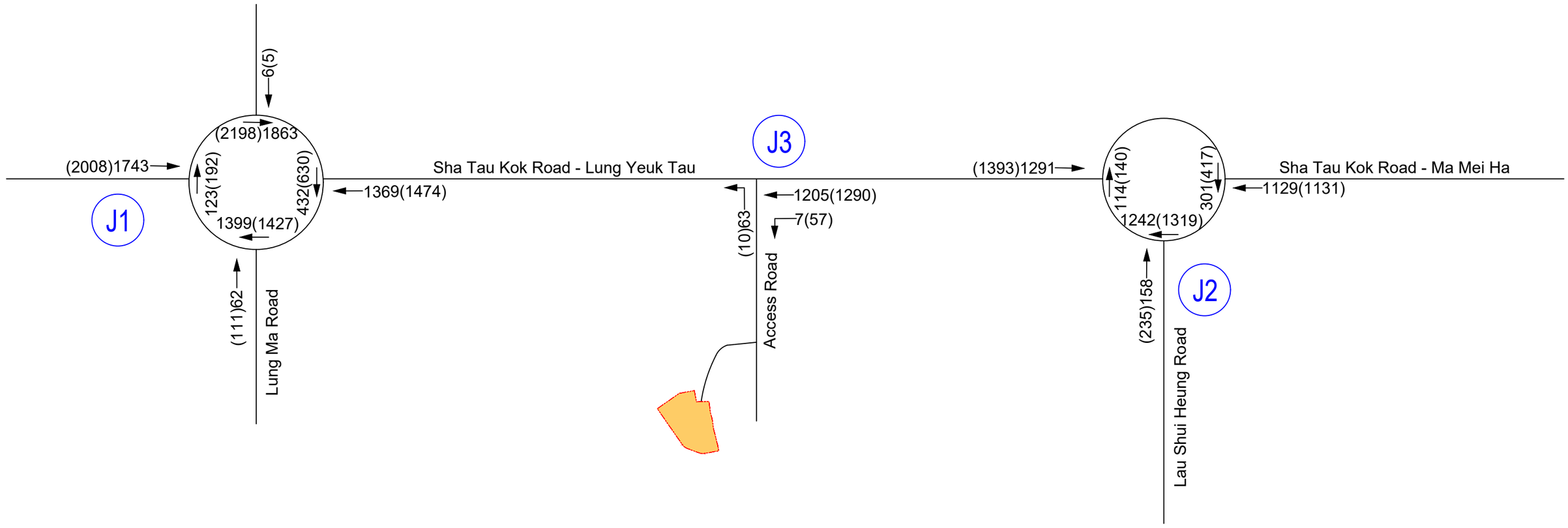
OZZO TECHNOLOGY

Date 16/06/2022 | Scale N.T.S

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

2022 Observed Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 3-2 | Rev. A



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

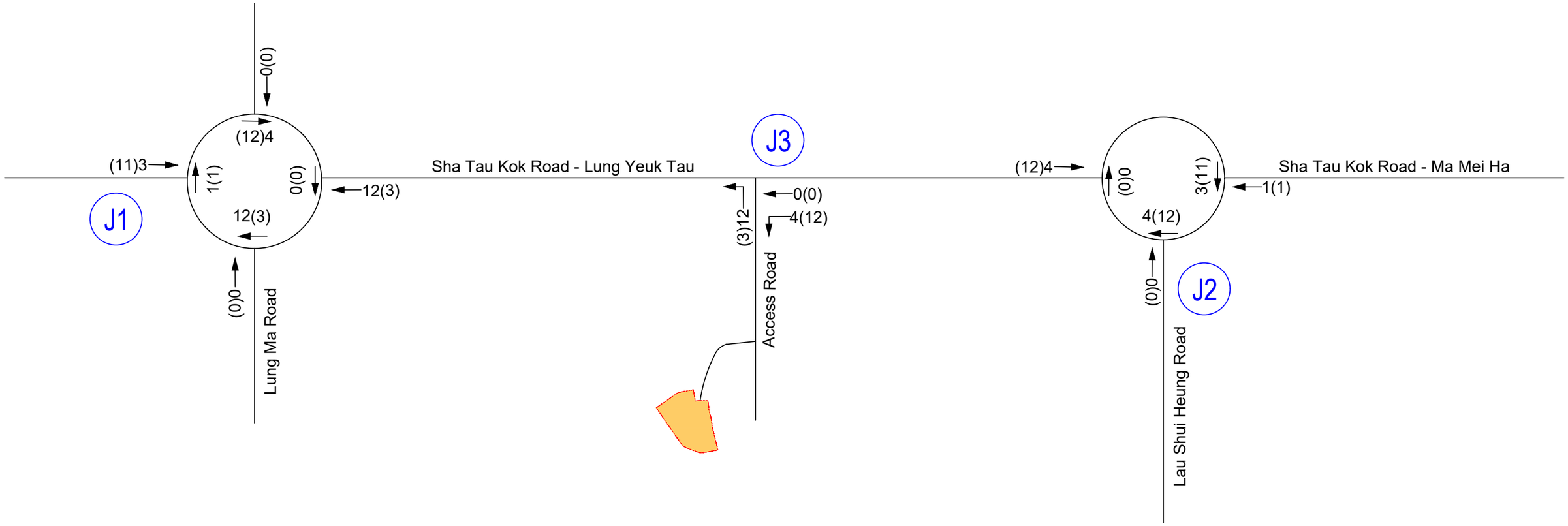
OZZO TECHNOLOGY

Date 16/06/2022 | Scale N.T.S

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

2026 Reference Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 4-1 | Rev. A



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

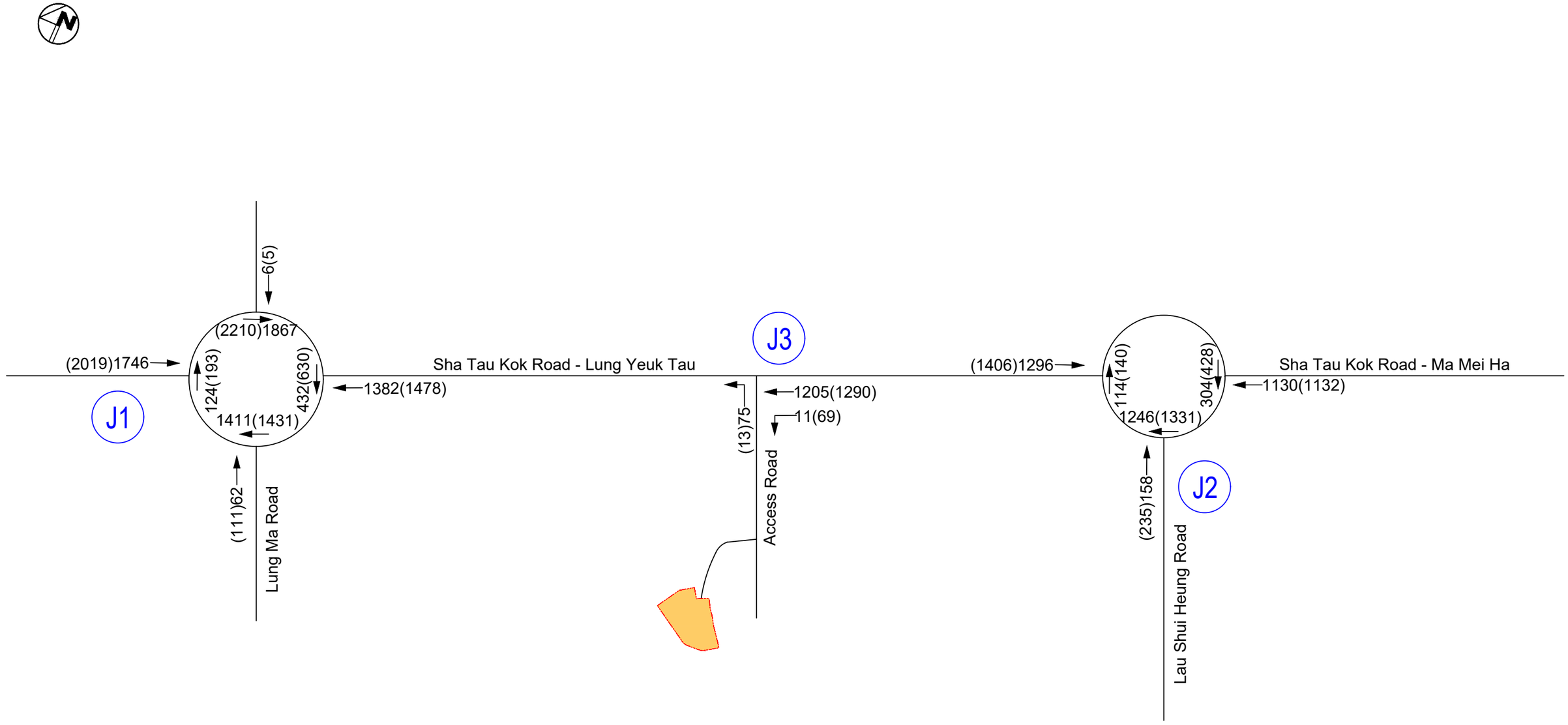
Date 16/06/2022 | Scale N.T.S

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Peak Hour Development Flows

Project No. 82304 | Rev. A

Dwg No. Figure 4-2



LEGEND:

- Road Network
- Application Site
- J1 Surveyed Junction
- Weekday AM Peak Hour Traffic Flows
- 123(123) Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

Date 16/06/2022 | Scale N.T.S

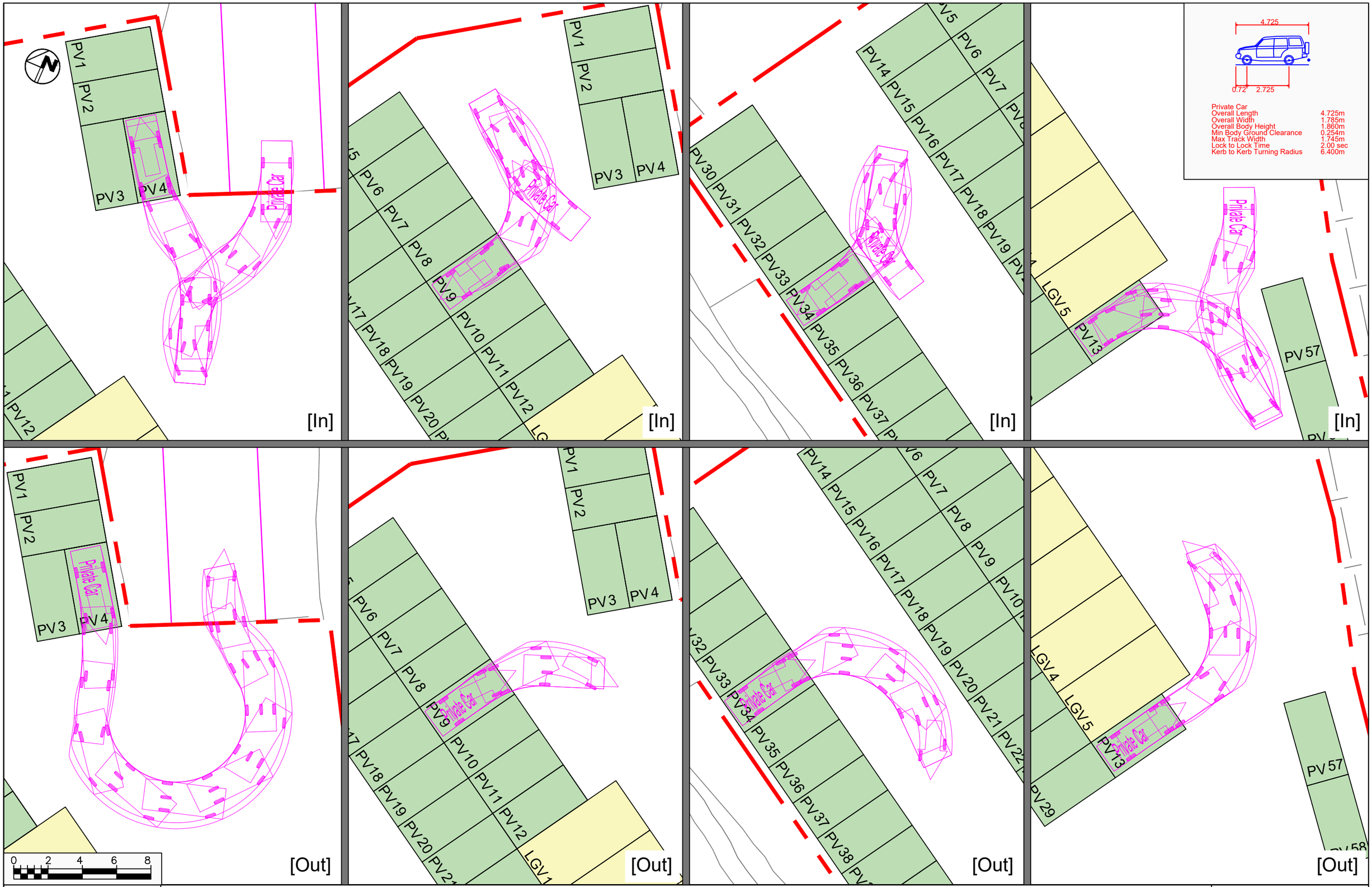
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

2026 Design Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 4-3 | Rev. A

Appendix A

Swept Path Assessments



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OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Private Cars Swept Path Assessments

Date	Scale
14/06/2022	1:200

Project No.	82304	Rev.
Dwg No.	82304-SP1	-

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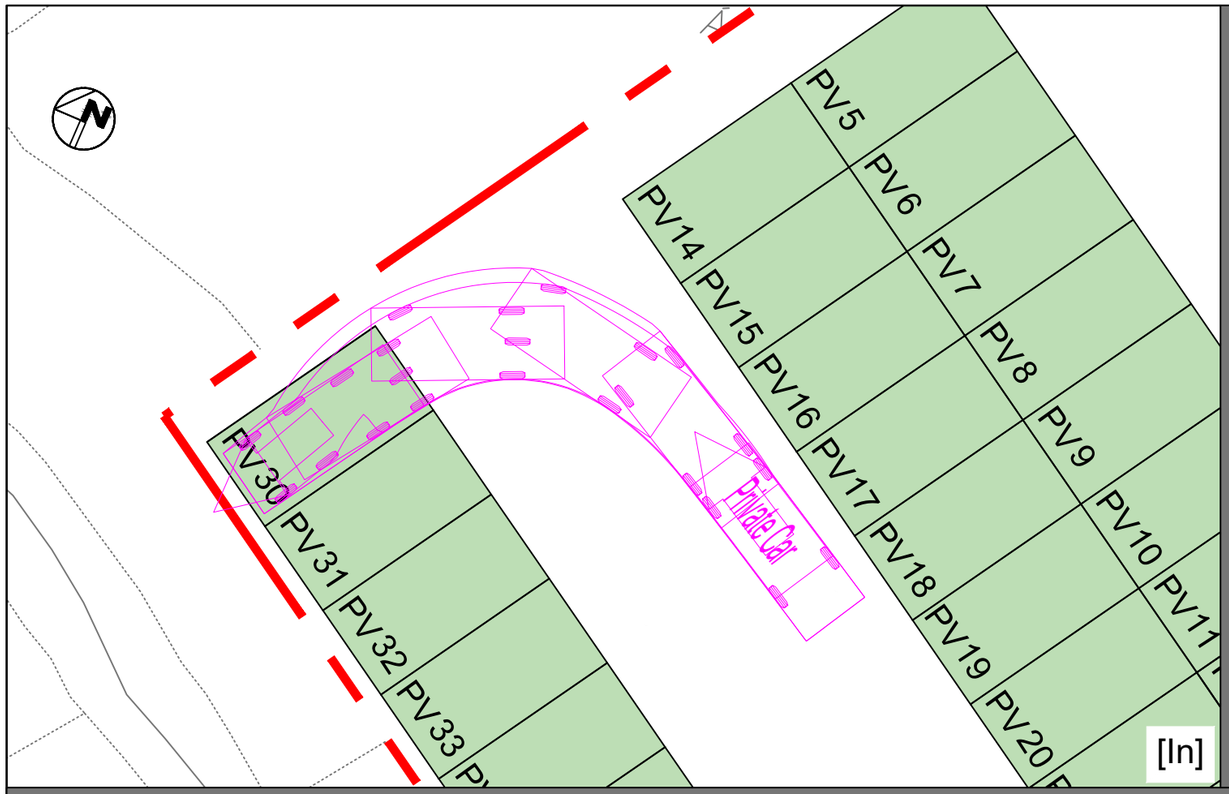
OZZO TECHNOLOGY

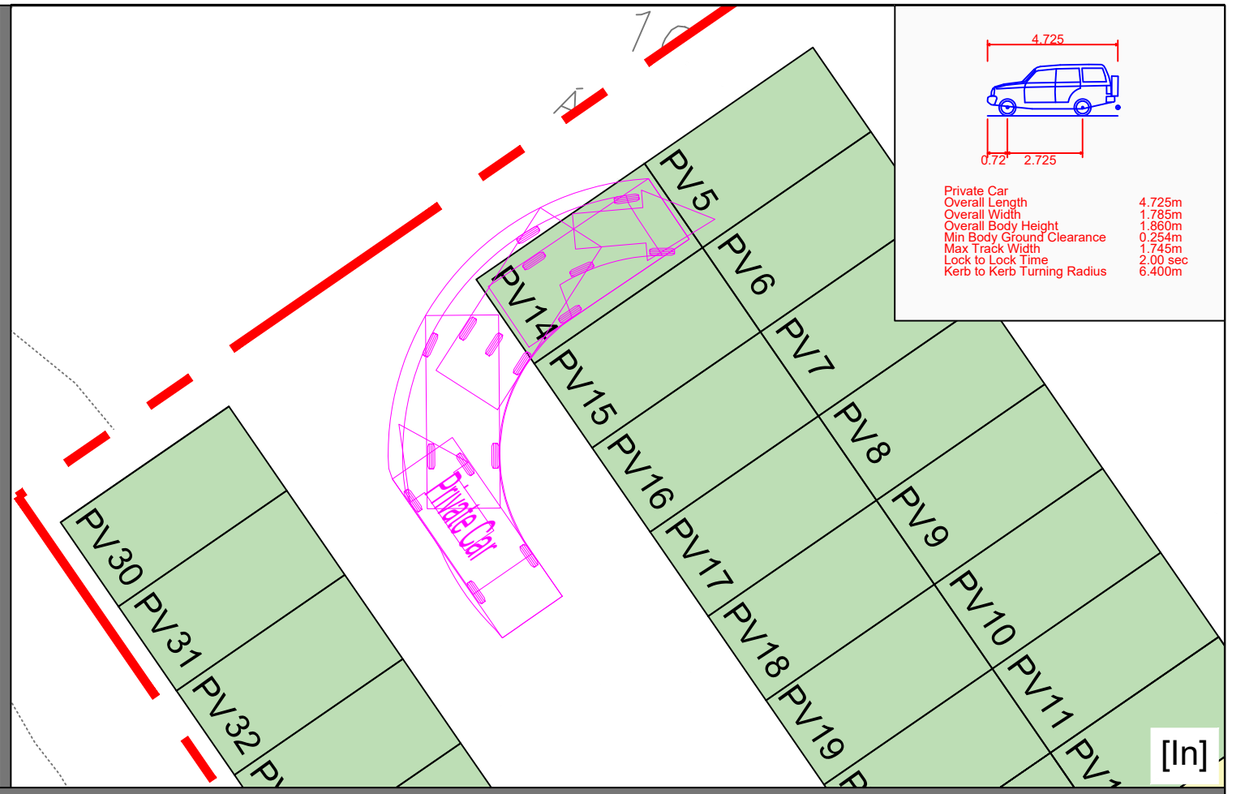
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

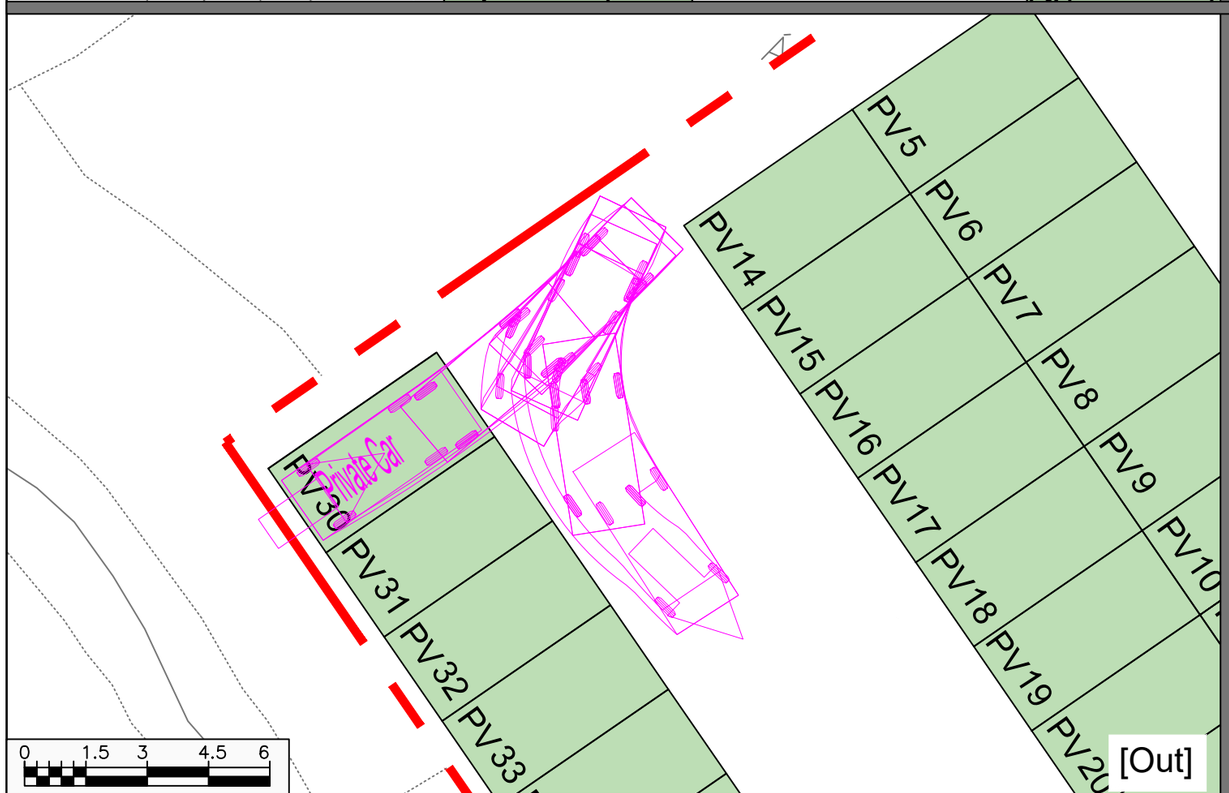
Private Cars Swept Path Assessments

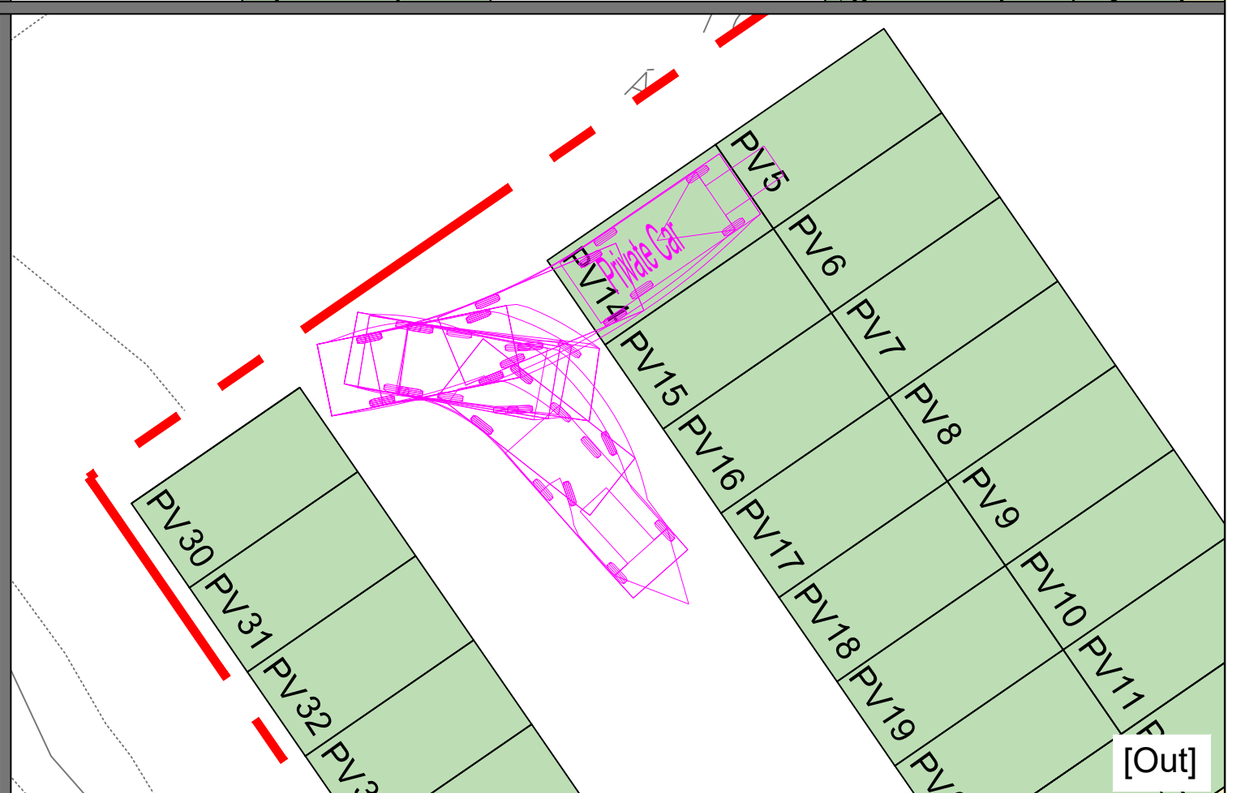
Date	Scale
14/06/2022	1:200

Project No.	Rev.
82304	-
Dwg No. 82304-SP2	









OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Private Cars Swept Path Assessments

Date	Scale
14/06/2022	1:150

Project No.	82304	Rev.
Dwg No.	82304-SP3	-

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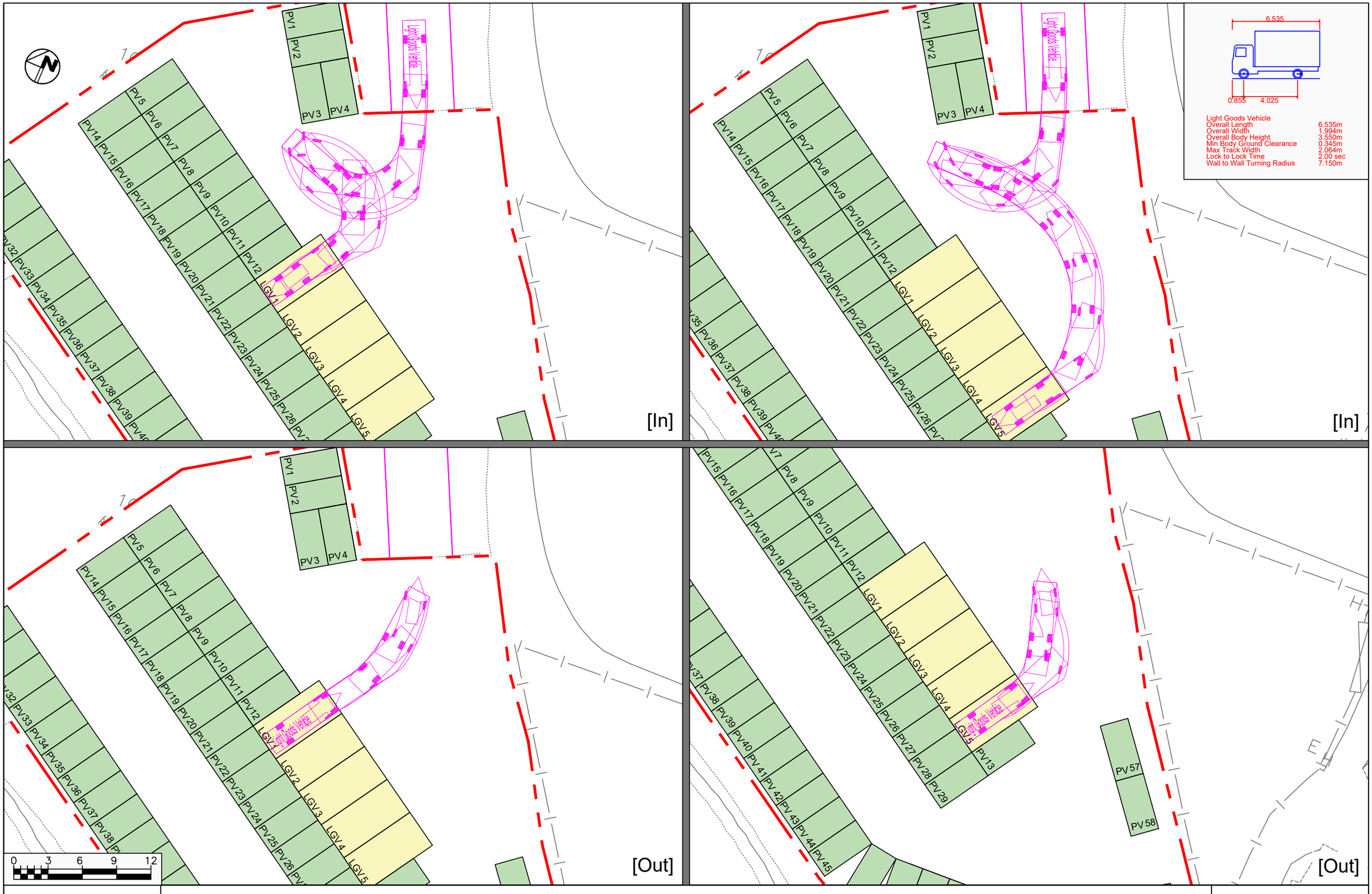

OZZO TECHNOLOGY

Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei

Light Goods Vehicle Swept Path Assessments

Date	Scale
14/06/2022	1:300

Project No.	Rev.
82304	-
Dwg No. 82304-SP4	

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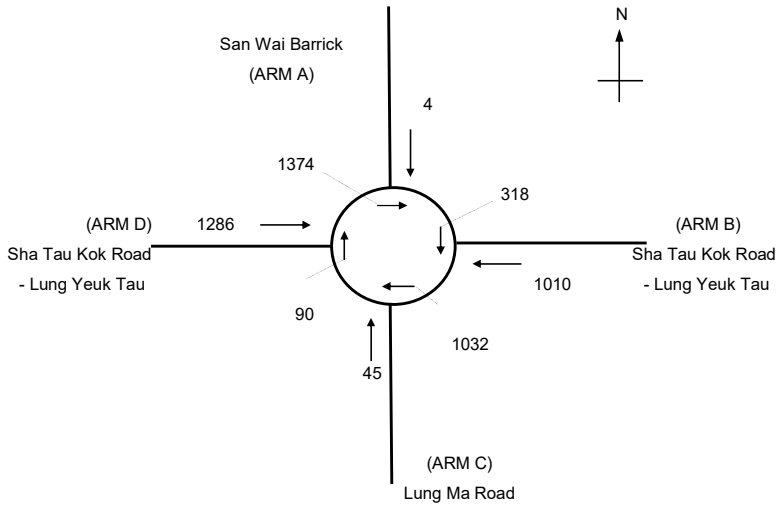
Appendix B

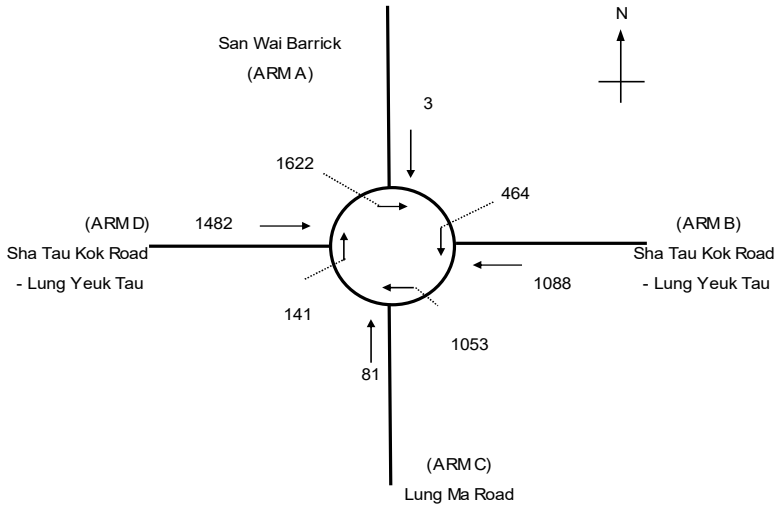
2022 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2022_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



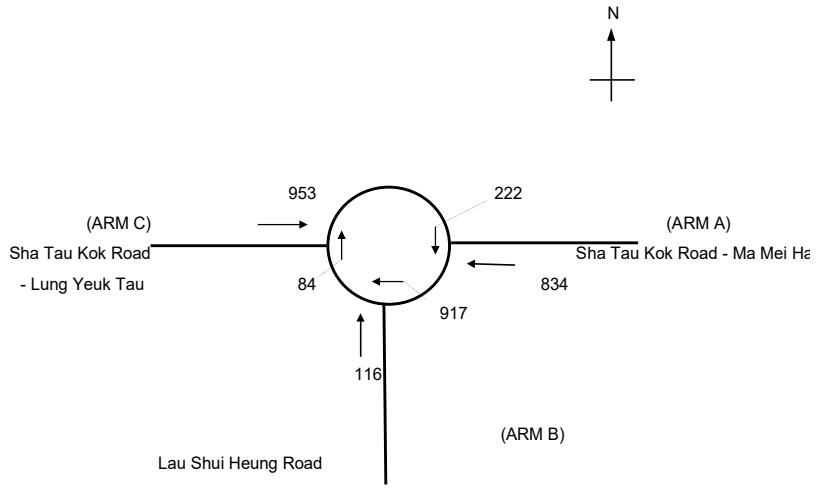
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	4	1010	45	1286			
Qc	=	Circulating flow across entry (pcu/h)	1374	318	1032	90			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	696	2096	952	2618	Total In Sum =	2345	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.48	0.05	0.49	DFC of Critical Approach =	**0.49**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2022_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



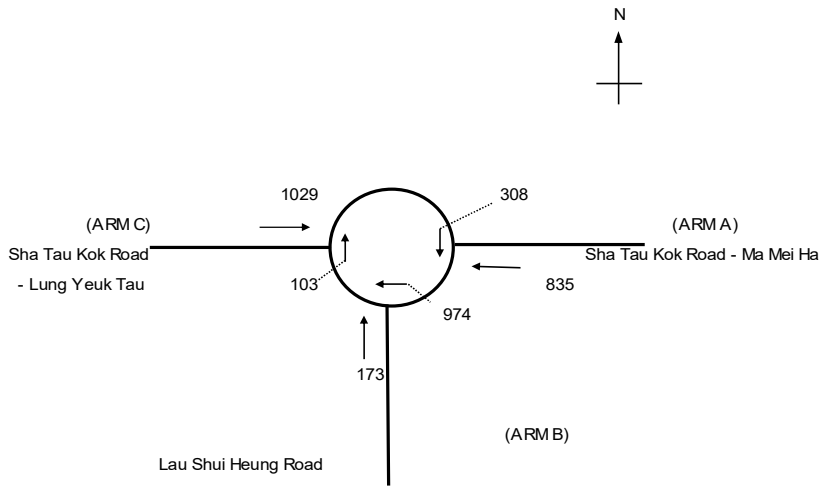
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	3	1088	81	1482			
Qc	=	Circulating flow across entry (pcu/h)	1622	464	1053	141			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	554	1990	939	2579	Total In Sum =	2654	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.55	0.09	0.57	DFC of Critical Approach =	**0.57**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2022_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed AM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



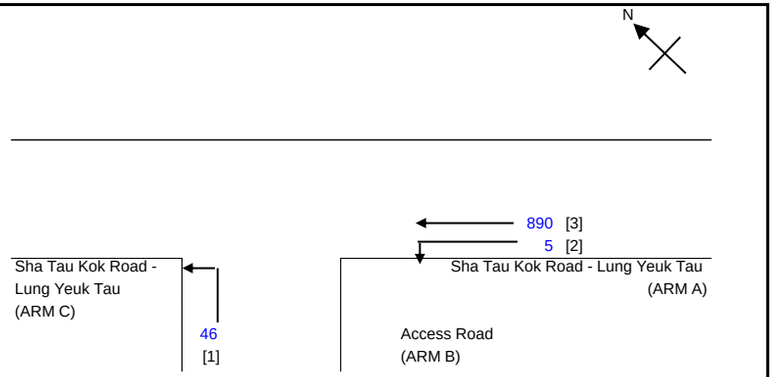
ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	6.8	3.4	6.4		
E	=	Entry width (m)	6.9	5.2	6.5		
L	=	Effective length of flare (m)	1.0	11.9	1.0		
R	=	Entry radius (m)	10.0	60.0	22.0		
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0		
A	=	Entry angle (degree)	39.0	60.0	4.0		
Q	=	Entry flow (pcu/h)	834	116	953		
Qc	=	Circulating flow across entry (pcu/h)	222	917	84		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09		
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48		
M	=	EXP((D-60)/10)	0.45	0.45	0		
F	=	303*X2	2083	1398	1962		
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34		
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65		
Qe	=	K(F-Fc*Qc)	1779	835	2088	Total In Sum =	950 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.47	0.14	0.46	DFC of Critical Approach =	0.47

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2022_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2022 Observed PM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	835	173	1029			
Qc	=	Circulating flow across entry (pcu/h)	308	974	103			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1726	807	2075	Total In Sum =	1008	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.48	0.21	0.50	DFC of Critical Approach =	0.50	

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2022_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Sep-22
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Sep-22
2022 Observed AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Sep-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	5	(pcu/hr)
q a-c	=	890	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	46	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

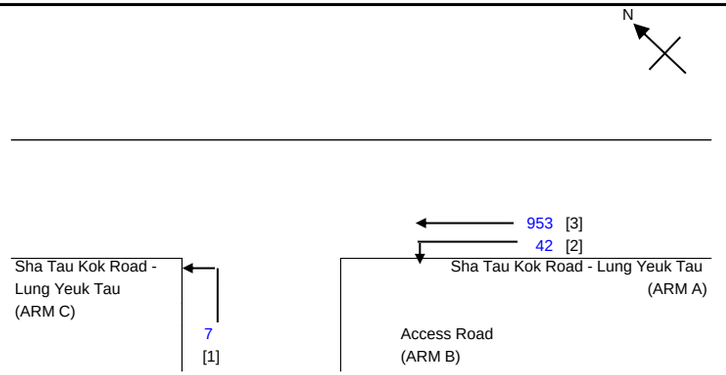
Q b-a	=	238		
Q b-c	=	473	Q b-c (O) =	473
Q c-b	=	321		
Q b-ac	=	473		
TOTAL FLOW	=	941	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0973
DFC c-b	=	0.0000

CRITICAL DFC = 0.10

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2022_PM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Sep-22
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Sep-22
2022 Observed PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Sep-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	42	(pcu/hr)
q a-c	=	953	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	7	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	224		
Q b-c	=	452	Q b-c (O) =	452
Q c-b	=	303		
Q b-ac	=	452		
TOTAL FLOW	=	1002	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

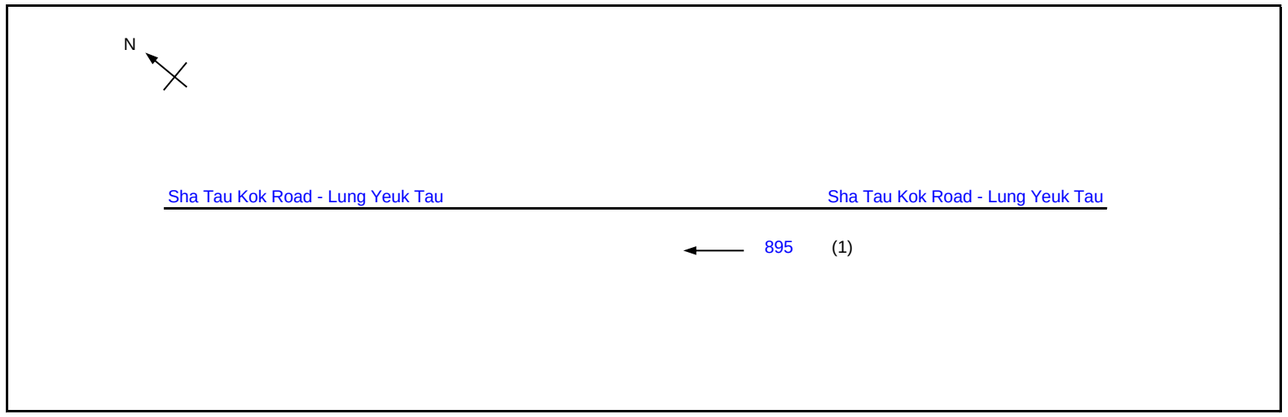
DFC b-a	=	0.0000
DFC b-c	=	0.0155
DFC c-b	=	0.0000

CRITICAL DFC = 0.02

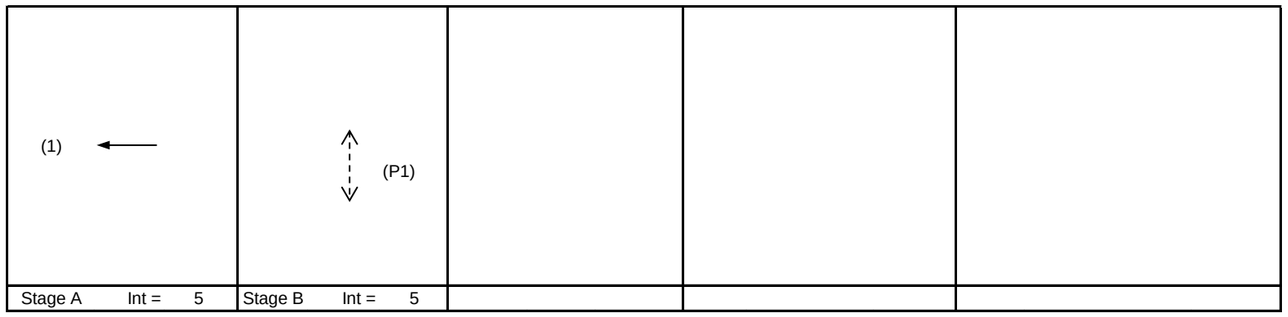
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Sai Sha Road Widening - Sai Sha Comprehensive Development Shap Sz Heung, Sai Kung North, NT	PROJECT NO. 82304	Prepared By:	HL	Sep-22
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	FILENAME :	Checked By:	LL	Sep-22
2022 AM peak Observed Peak Hour Traffic Flows	**2022 AM peak** J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Sep-22



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.222	
Loss time		L =	32	sec
Total Flow		=	895	pcu
Co	= (1.5*L+5)/(1-Y)	=	68.1	sec
Cm	= L/(1-Y)	=	41.1	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	197.2	%
Cp	= 0.9*L/(0.9-Y)	=	42.5	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	= (0.9/Xmax-1)*100%	=	176.9	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	176.9	%



Stage A Int = 5 | Stage B Int = 5

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

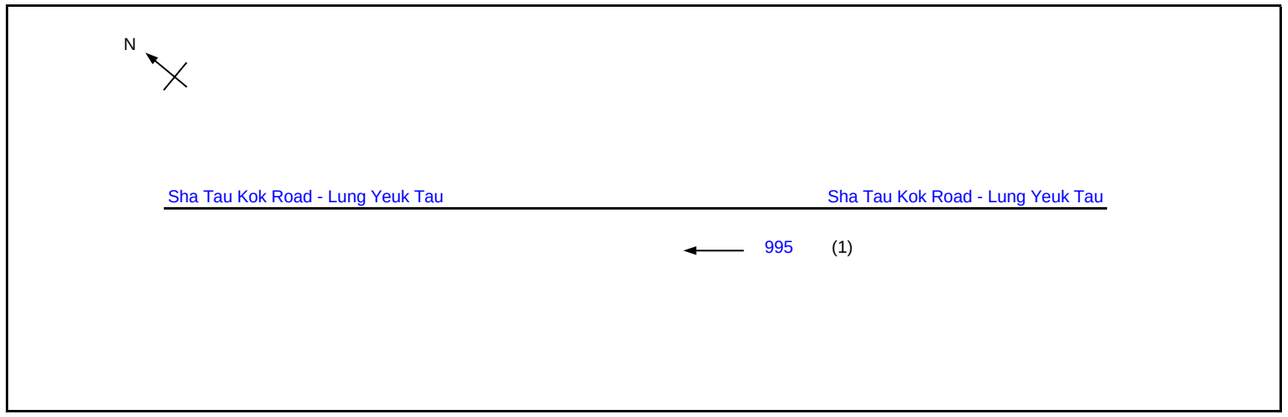
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		895		895	0.00	4030			4030	0.222	0.222	9	69	**69**	**0.325**	**21**	**6**
	B		PED																	23					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

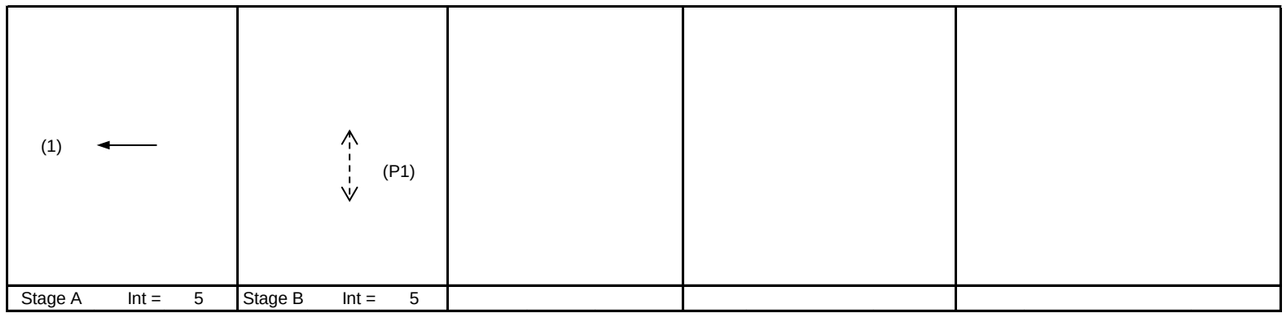
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Sai Sha Road Widening - Sai Sha Comprehensive Development Shap Sz Heung, Sai Kung North, NT	PROJECT NO. 82304	Prepared By:	HL	Sep-22
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	FILENAME :	Checked By:	LL	Sep-22
2022 PM peak Observed Peak Hour Traffic Flows	**2022 PM peak** J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Sep-22



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.247	
Loss time		L =	32	sec
Total Flow		=	995	pcu
Co	= (1.5*L+5)/(1-Y)	=	70.4	sec
Cm	= L/(1-Y)	=	42.5	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	167.3	%
Cp	= 0.9*L/(0.9-Y)	=	44.1	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	**= (0.9/Xmax-1)*100%**	=	**149.0**	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	149.0	%



Stage A Int = 5 | Stage B Int = 5

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

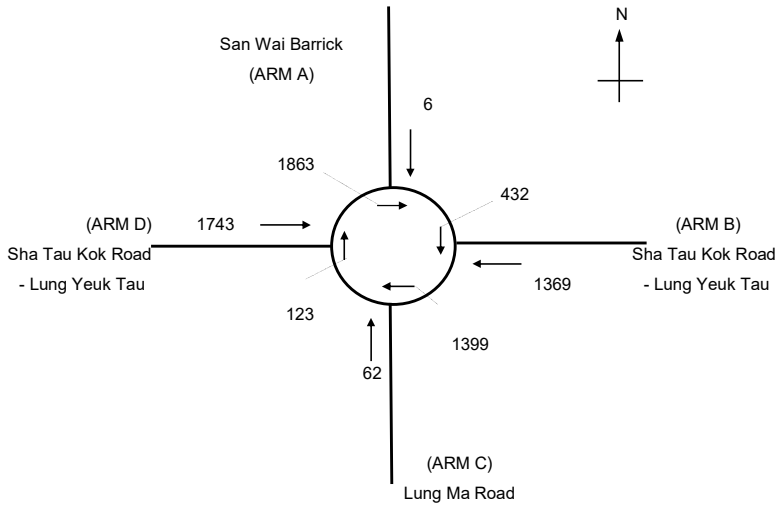
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		995		995	0.00	4030			4030	0.247	0.247	9	69	**69**	**0.361**	**24**	**6**
	B		PED																	23					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix C

2026 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Ref_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22

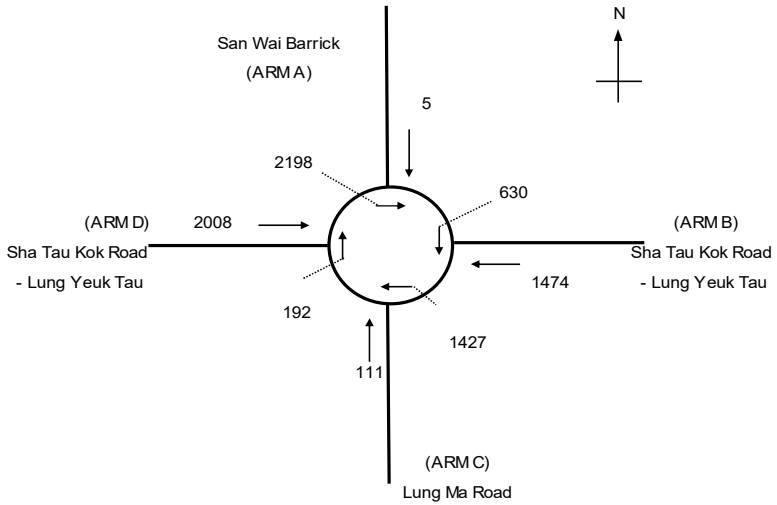


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	6	1369	62	1743
Qc	=	Circulating flow across entry (pcu/h)	1863	432	1399	123
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	416	2013	731	2593
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.68	0.08	0.67

Total In Sum = 3180 PCU

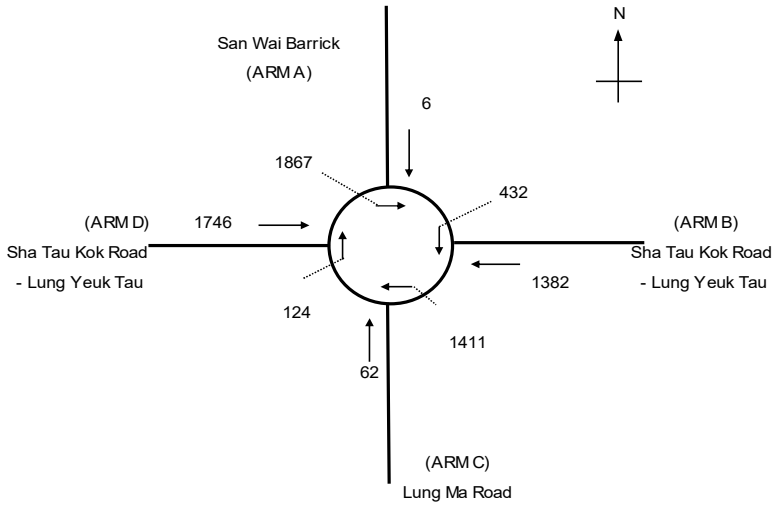
DFC of Critical Approach = **0.68**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Ref_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



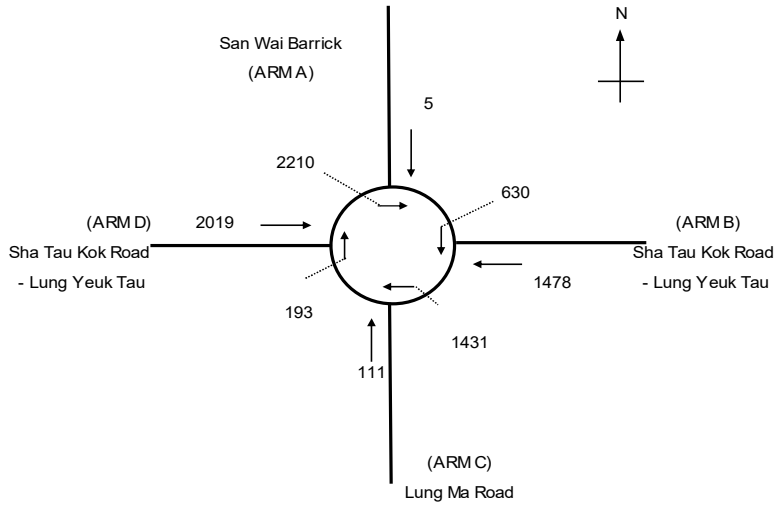
ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	5	1474	111	2008			
Qc	=	Circulating flow across entry (pcu/h)	2198	630	1427	192			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	224	1869	715	2539	Total In Sum =	3598	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.02	0.79	0.16	0.79	DFC of Critical Approach =	**0.79**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Des_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	4.2	7.1	3.5	7.1			
E	=	Entry width (m)	4.7	7.3	5.2	9.5			
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7			
R	=	Entry radius (m)	42.2	58.9	69.4	31.6			
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0			
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0			
Q	=	Entry flow (pcu/h)	6	1382	62	1746			
Qc	=	Circulating flow across entry (pcu/h)	1867	432	1411	124			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01			
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78			
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50			
F	=	303*X2	1391	2189	1422	2659			
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33			
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77			
Qe	=	K(F-Fc*Qc)	414	2013	724	2592	Total In Sum =	3196	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.69	0.09	0.67	DFC of Critical Approach =	**0.69**	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL, TL	Jun-22
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Des_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Jun-22

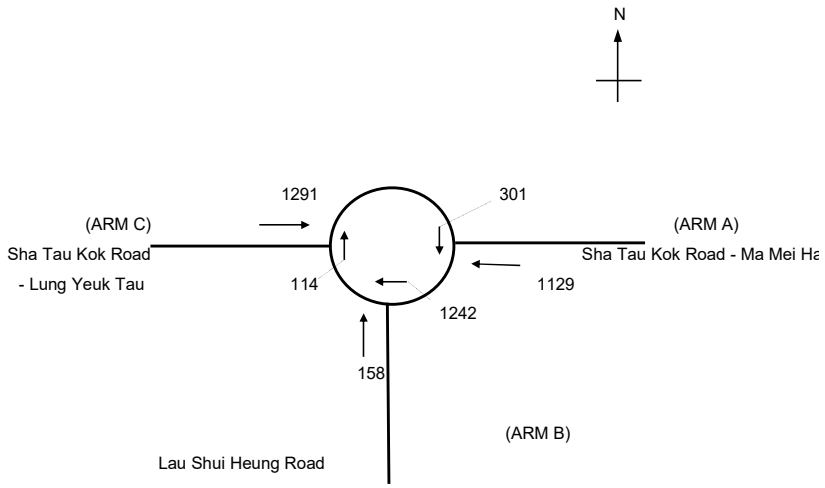


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	5	1478	111	2019
Qc	=	Circulating flow across entry (pcu/h)	2210	630	1431	193
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	217	1869	712	2538
DFC	=	Design flow/Capacity = Q/Qe	0.02	0.79	0.16	0.80

Total In Sum = 3613 PCU

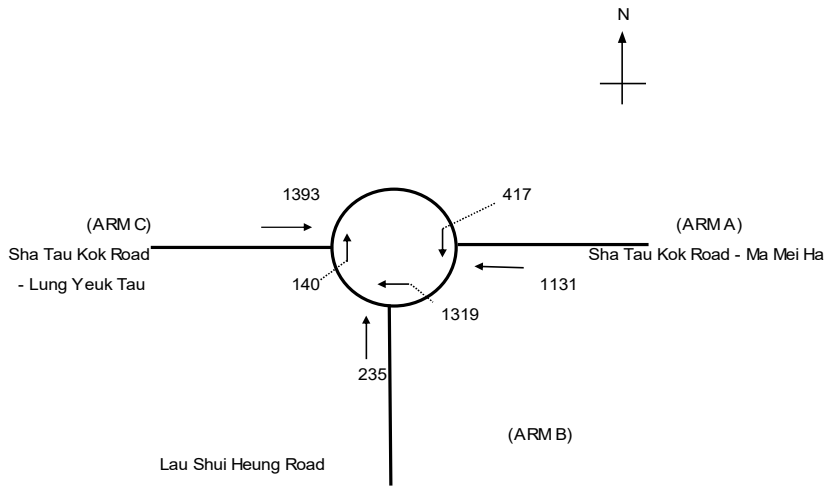
DFC of Critical Approach = **0.80**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Ref_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference AM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



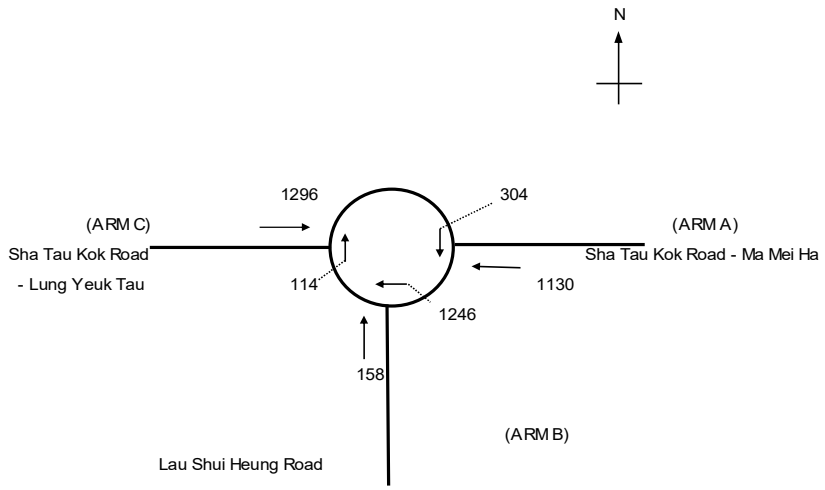
ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	6.8	3.4	6.4		
E	=	Entry width (m)	6.9	5.2	6.5		
L	=	Effective length of flare (m)	1.0	11.9	1.0		
R	=	Entry radius (m)	10.0	60.0	22.0		
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0		
A	=	Entry angle (degree)	39.0	60.0	4.0		
Q	=	Entry flow (pcu/h)	1129	158	1291		
Qc	=	Circulating flow across entry (pcu/h)	301	1242	114		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09		
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48		
M	=	EXP((D-60)/10)	0.45	0.45	0		
F	=	303*X2	2083	1398	1962		
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34		
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65		
Qe	=	K(F-Fc*Qc)	1731	672	2067	Total In Sum =	1287 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.65	0.24	0.62	DFC of Critical Approach =	0.65

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Ref_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Reference PM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



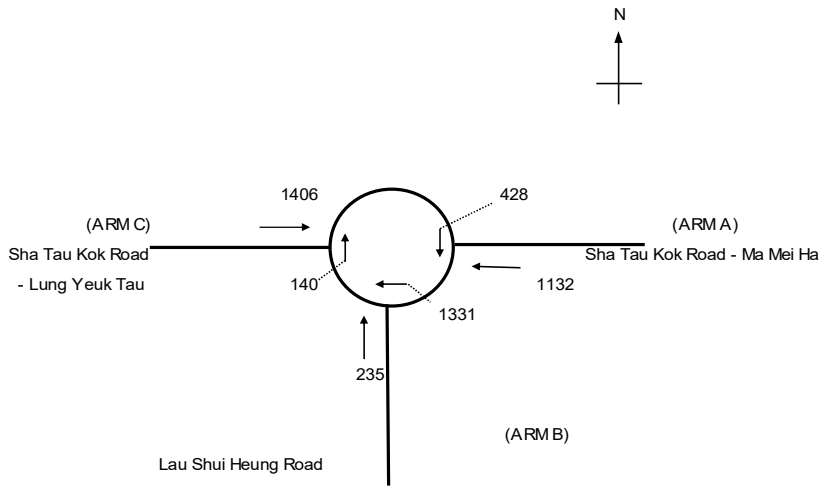
ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	1131	235	1393			
Qc	=	Circulating flow across entry (pcu/h)	417	1319	140			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1659	633	2049	Total In Sum =	1366	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.68	0.37	0.68	DFC of Critical Approach =	0.68	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa	PROJECT NO.: 82304		PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Des_AM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design AM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



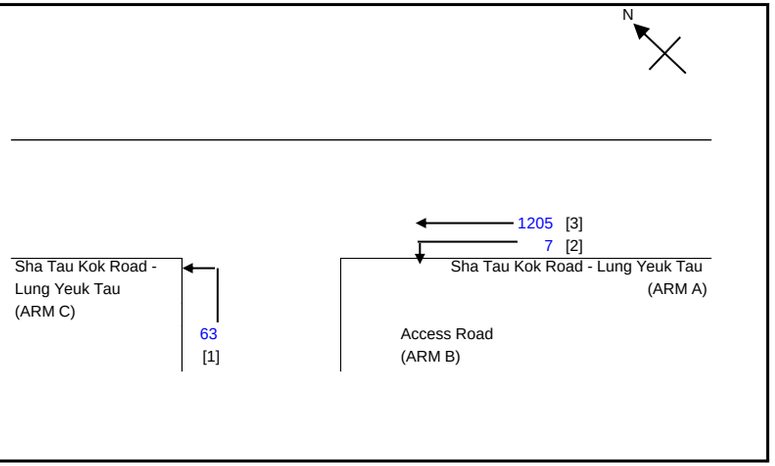
ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	6.8	3.4	6.4		
E	=	Entry width (m)	6.9	5.2	6.5		
L	=	Effective length of flare (m)	1.0	11.9	1.0		
R	=	Entry radius (m)	10.0	60.0	22.0		
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0		
A	=	Entry angle (degree)	39.0	60.0	4.0		
Q	=	Entry flow (pcu/h)	1130	158	1296		
Qc	=	Circulating flow across entry (pcu/h)	304	1246	114		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09		
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48		
M	=	EXP((D-60)/10)	0.45	0.45	0		
F	=	303*X2	2083	1398	1962		
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34		
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65		
Qe	=	K(F-Fc*Qc)	1729	670	2067	Total In Sum =	1288 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.65	0.24	0.63	DFC of Critical Approach =	0.65

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwa		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Jun-22
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Des_PM**	FILENAME :	CHECKED BY:	LL	Jun-22
2026 Design PM Peak Hour Traffic Flows		ng Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Jun-22



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	1132	235	1406			
Qc	=	Circulating flow across entry (pcu/h)	428	1331	140			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1652	627	2049	Total In Sum =	1367	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.69	0.37	0.69	DFC of Critical Approach =	0.69	

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2026 Ref_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Sep-22
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Sep-22
2026 Reference AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Sep-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	7	(pcu/hr)
q a-c	=	1205	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	63	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

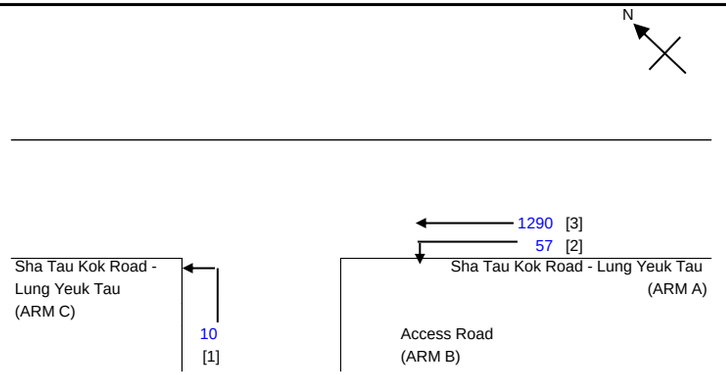
Q b-a	=	183		
Q b-c	=	390	Q b-c (O) =	390
Q c-b	=	264		
Q b-ac	=	390		
TOTAL FLOW	=	1275	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1615
DFC c-b	=	0.0000

CRITICAL DFC = 0.16

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2026 Ref_PM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Sep-22
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Sep-22
2026 Reference PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Sep-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	57	(pcu/hr)
q a-c	=	1290	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

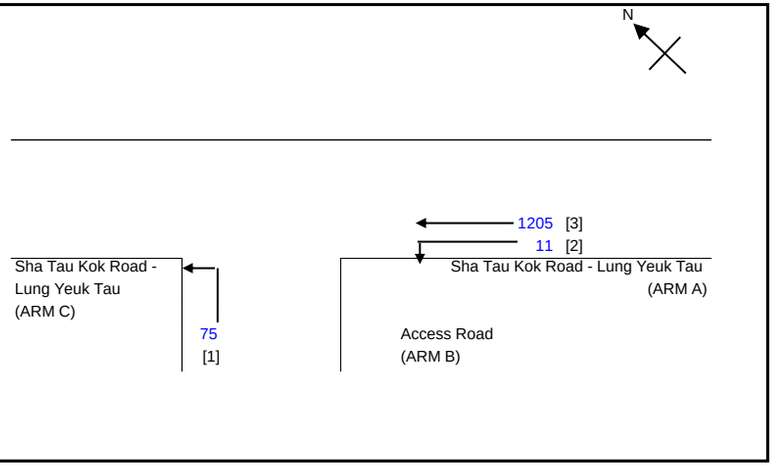
Q b-a	=	165		
Q b-c	=	362	Q b-c (O) =	362
Q c-b	=	240		
Q b-ac	=	362		
TOTAL FLOW	=	1357	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0276
DFC c-b	=	0.0000

CRITICAL DFC = 0.03

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lot 466 (Part) in D.D. 83, Kwan Tei	**2026 Des_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Sep-22
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Sep-22
2026 Design AM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Sep-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	1205	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	75	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	183			
Q b-c	=	389	Q b-c (O) =	389	
Q c-b	=	263			
Q b-ac	=	389			
TOTAL FLOW	=	1291	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1928
DFC c-b	=	0.0000

CRITICAL DFC = 0.19

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
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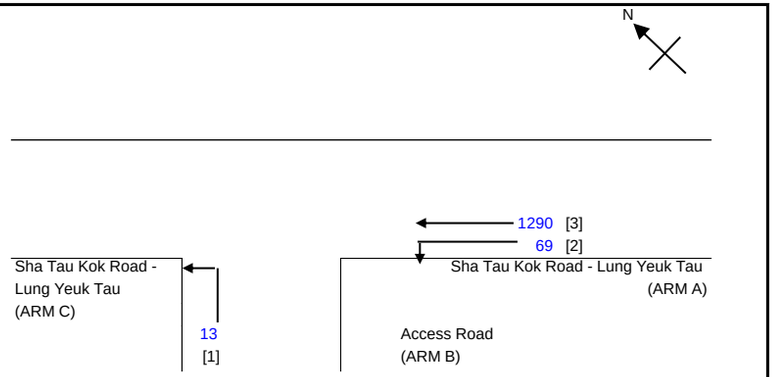
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Sep-22
2026 Design PM Peak Hour Traffic Flows		oad_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Sep-22



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	69	(pcu/hr)
q a-c	=	1290	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=		(metres)
Vr c-b	=	100	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6257235
E	=	0.9498768
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	164		
Q b-c	=	361	Q b-c (O) =	361
Q c-b	=	238		
Q b-ac	=	361		
TOTAL FLOW	=	1372	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

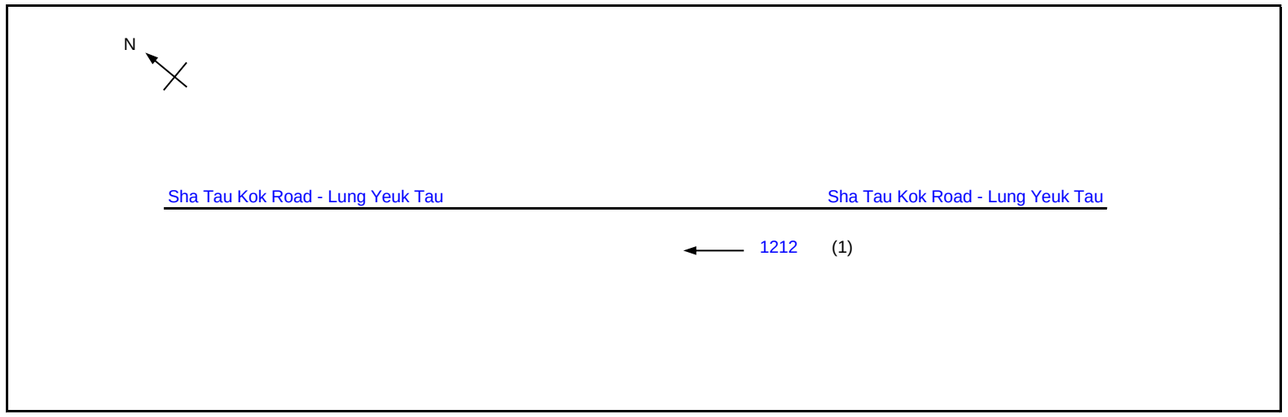
DFC b-a	=	0.0000
DFC b-c	=	0.0360
DFC c-b	=	0.0000

CRITICAL DFC = 0.04

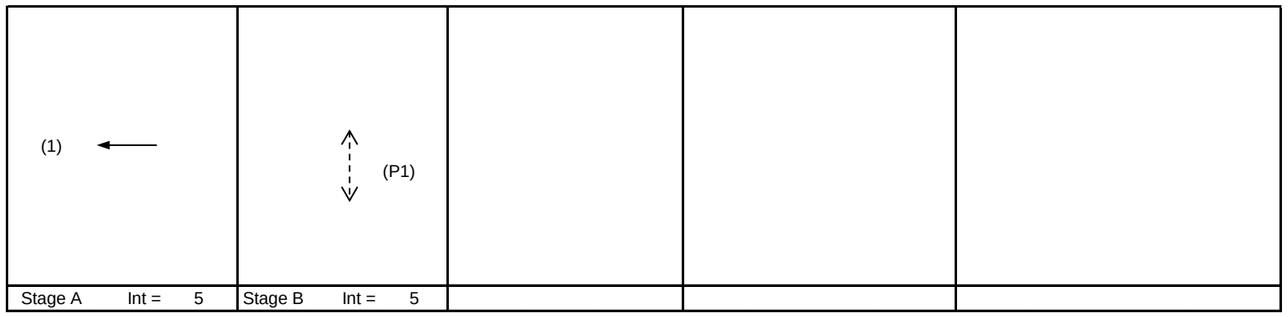
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

				INITIALS	DATE
Sai Sha Road Widening - Sai Sha Comprehensive Development Shap Sz Heung, Sai Kung North, NT	PROJECT NO. 82304	Prepared By:	HL	Sep-22
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	FILENAME :	Checked By:	LL	Sep-22
2026 Ref_AM Observed Peak Hour Traffic Flows	**2026 Ref_AM**	J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Sep-22



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.301	
Loss time		L =	32	sec
Total Flow		=	1212	pcu
Co	= (1.5*L+5)/(1-Y)	=	75.8	sec
Cm	= L/(1-Y)	=	45.8	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	119.5	%
Cp	= 0.9*L/(0.9-Y)	=	48.1	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	**= (0.9/Xmax-1)*100%**	=	**104.4**	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	104.4	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

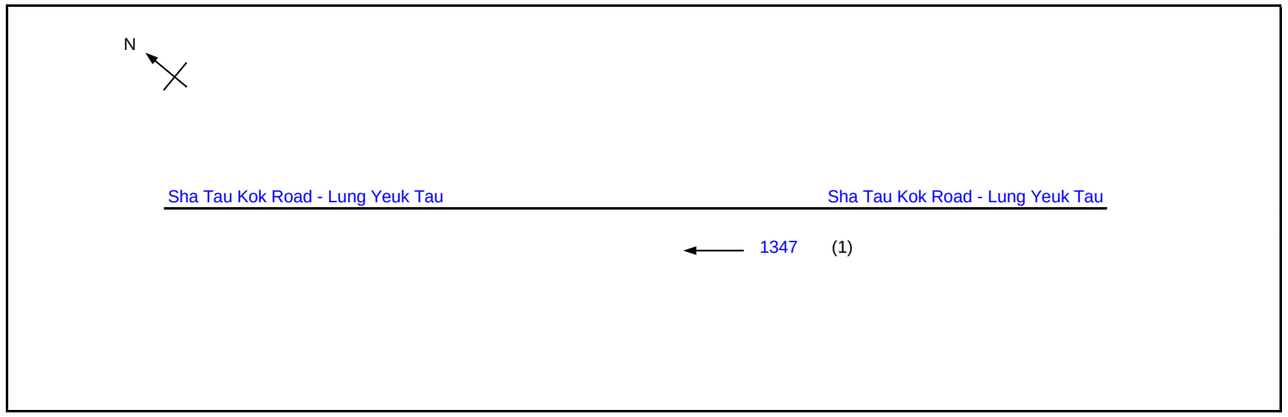
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		1212		1212	0.00	4030			4030	0.301	0.301	9	69	**69**	**0.440**	**30**	**7**
	B		PED																	23					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

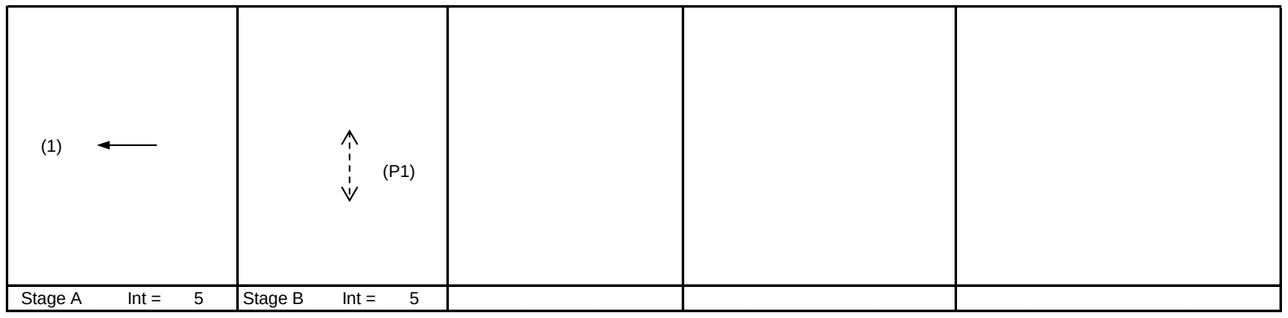
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

				INITIALS	DATE
Sai Sha Road Widening - Sai Sha Comprehensive Development Shap Sz Heung, Sai Kung North, NT	PROJECT NO. 82304	Prepared By:	HL	Sep-22
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	FILENAME :	Checked By:	LL	Sep-22
2026 Ref_PM Observed Peak Hour Traffic Flows	**2026 Ref_PM**	J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Sep-22



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.334	
Loss time		L =	32	sec
Total Flow		=	1347	pcu
Co	= (1.5*L+5)/(1-Y)	=	79.6	sec
Cm	= L/(1-Y)	=	48.1	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	97.5	%
Cp	= 0.9*L/(0.9-Y)	=	50.9	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	**= (0.9/Xmax-1)*100%**	=	**84.0**	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	84.0	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		1347		1347	0.00	4030			4030	0.334	0.334	9	69	**69**	**0.489**	**33**	**7**
	B		PED																	23					

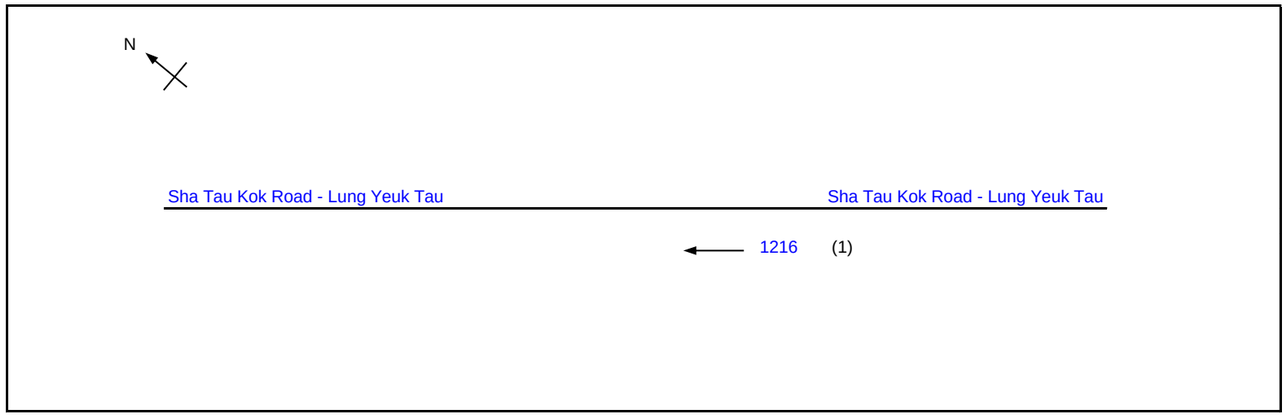
NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

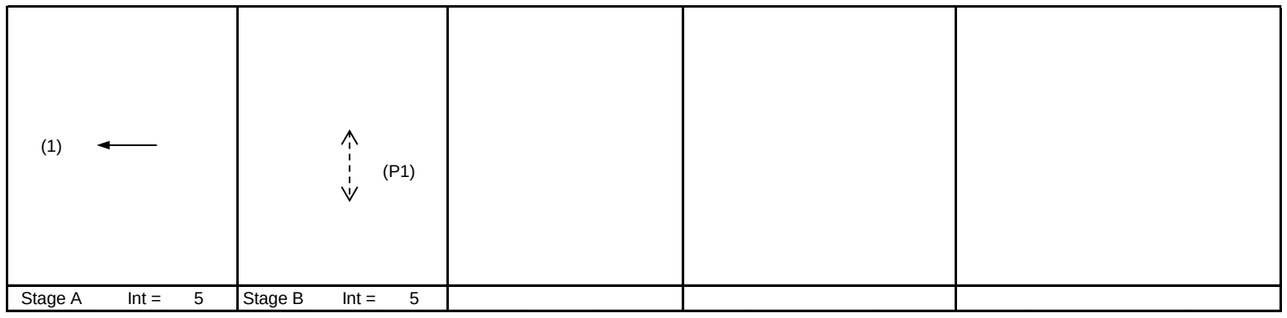
TRAFFIC SIGNAL CALCULATION

Sai Sha Road Widening - Sai Sha Comprehensive Development Shap Sz Heung, Sai Kung North, NT	PROJECT NO. 82304	Prepared By:	HL	Sep-22
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	FILENAME :	Checked By:	LL	Sep-22
2026 Des_AM Observed Peak Hour Traffic Flows	J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Sep-22

2026 Des_AM



		Existing Cycle Time	
No. of stages per cycle	N =	3	
Cycle time	C =	101	sec
Sum(y)	Y =	0.302	
Loss time	L =	32	sec
Total Flow	=	1216	pcu
Co = (1.5*L+5)/(1-Y)	=	75.9	sec
Cm = L/(1-Y)	=	45.8	sec
Yult	=	0.660	
R.C.ult = (Yult-Y)/Y*100%	=	118.7	%
Cp = 0.9*L/(0.9-Y)	=	48.1	sec
Ymax = 1-L/C	=	0.683	
R.C.(P) = (0.9/Xmax-1)*100%	=	**103.8**	%
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	103.8	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

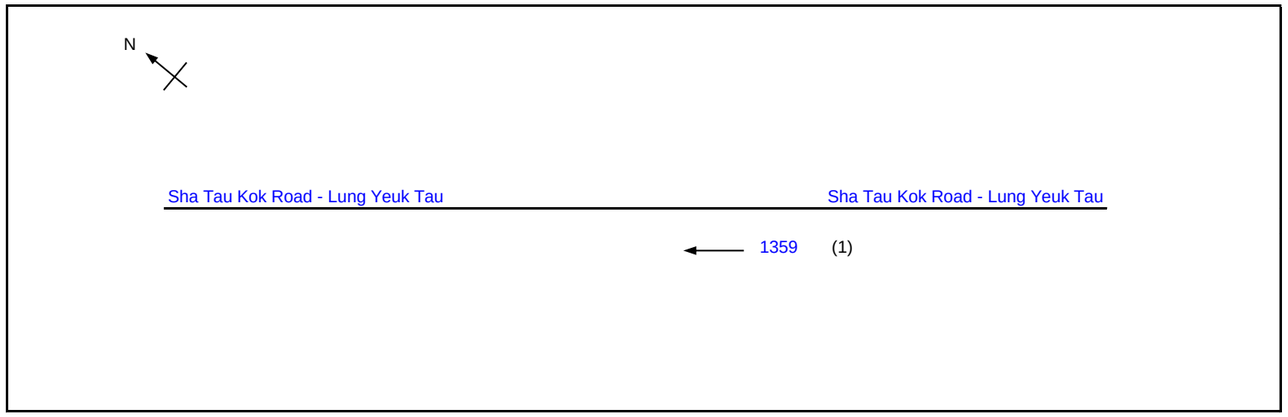
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		1216		1216	0.00	4030			4030	0.302	0.302	9	69	**69**	**0.442**	**30**	**7**
	B		PED																	23					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

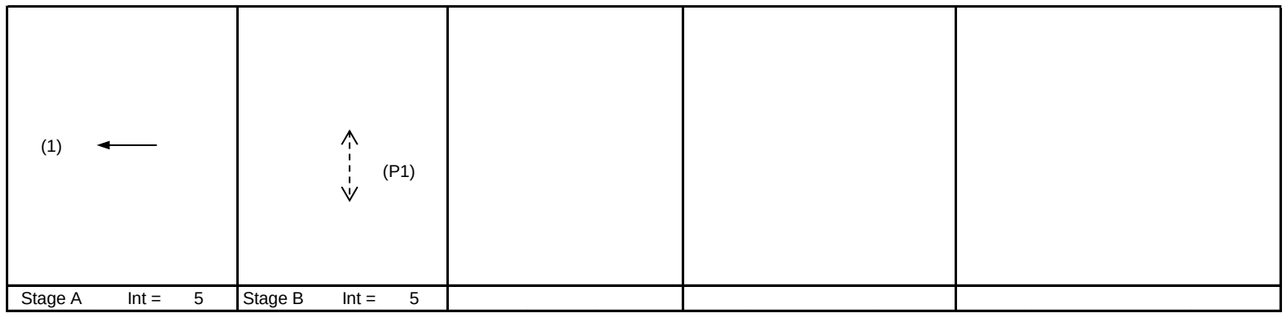
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Sai Sha Road Widening - Sai Sha Comprehensive Development Shap Sz Heung, Sai Kung North, NT	PROJECT NO. 82304	Prepared By:	HL	Sep-22
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	FILENAME :	Checked By:	LL	Sep-22
2026 Des_PM Observed Peak Hour Traffic Flows	**2026 Des_PM** J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Sep-22



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.337	
Loss time		L =	32	sec
Total Flow		=	1359	pcu
Co	= (1.5*L+5)/(1-Y)	=	80.0	sec
Cm	= L/(1-Y)	=	48.3	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	95.7	%
Cp	= 0.9*L/(0.9-Y)	=	51.2	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	**= (0.9/Xmax-1)*100%**	=	**82.3**	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	82.3	%



Stage A Int = 5 | Stage B Int = 5

Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		1359		1359	0.00	4030			4030	0.337	0.337	9	69	**69**	**0.494**	**36**	**7**
	B		PED																	23					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix II of RNTPC
Paper No. A/NE-LYT/766A

Previous S.16 Application

Rejected Application

Application No.	Uses/ Development	Date of Consideration
A/NE-LYT/718	Proposed Temporary Public Vehicle Park (Excluding Container vehicle) for a Period of 3 Years	6.3.2020 (*RNTPC*)

Appendix III of RNTPC
Paper No. A/NE-LYT/766A

Similar S.16 Application for Public Vehicle Park
in the vicinity of the application site within the same "Agriculture" zone in the
Lung Yeuk Tau and Kwan Tei South Area in the Past 5 Years

Approved Application

Application No.	Uses/Developments	Date of Consideration
A/NE-LYT/742	Temporary Public Vehicle Park (Private Car) for a Period of 3 Years	5.2.2021

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- the lot is an Old Schedule lot held under Block Government Lease (demised for agricultural use) without any guaranteed right of access. The applicant should make his own arrangement for acquiring access to the application site, and there is no guarantee that any adjoining Government land will be allowed for the vehicular access of the proposed use. The applicant should avoid affecting any Government land and seek consent from related private lot owners for his proposed road alignment and pedestrian railings works.

2. Traffic

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- he has no comment on the application from highways viewpoint. The access road connecting the Site and Sha Tau Kok – Lung Yeuk Tau is not maintained by Highways Department.

3. Landscape

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- no objection to the application from the landscape planning perspective; and

- the Site is situated in an area of rural landscape character comprising village houses, active/fallow farmland and tree clusters. The Site is mostly covered by wild grass/vegetation. Some trees of common and invasive species are found at the northwest portion of the Site and along the eastern site boundary. Some *Bombax ceiba* (木棉) in fair condition are observed at the west and south portion of the Site. Having review the Further Information, the application clarified that the existing *Bombax ceiba* are proposed to be transplanted to the perimeter of the application site and the existing trees along the site boundary at the eastern portion are proposed to be retained in-situ. Given the existing trees are common species, significant adverse impact on existing landscape resources arising from the application is not anticipated.

4. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- he has no objection to the application from the public drainage viewpoint;

- should the application be approved, a condition should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure that it will not cause adverse drainage impact to the adjacent area; and

- the Site is in an area where no public sewerage connection is available.

5. Environment

Comments of the Director of Environmental Protection (DEP):

- she has no objection to the application;

- there was no substantial environmental complaint against the Site during the past three years; and

- it is noted that the Site will not involve parking of heavy goods vehicle nor container truck.

6. Fire Safety

Comments of the Director of Fire Services (D of FS):

- he has no in-principle objection to the application subject to fire service installations being provided to the satisfaction of his department.

7. Building Matters

Comments of the Chief Building Surveyor / New Territories West, Buildings Department (CBS/NTW, BD):

- there is no proposed building/structure at the Site. For any new proposed building, the applicant is advised to note his advisory comments under the Buildings Ordinance appended at **Appendix V**.

8. District Officer's Comments

Comments of the District Officer (North), Home Affairs Department (DO(N), HAD):

- he has consulted the locals regarding the application; and

- the Indigenous Inhabitant Representatives (IIRs) of Kwan Tei supports the application as the proposed development would address the parking need of local residents. The Chairman of Fanling District Rural Committee and the Chairman of Lung Shan Area Committee have no comment. Other consultees, including the incumbent North District Councilor of N18 Constituency, the Resident Representative (RR) of Fu Tei Pai, and IIR of Fu Tei Pai and the RR of Kwan Tei did not reply.

9. Other Departments

- the following government departments have no comment on/objection to the application:

  (i) Project Manager (North), North Development Office, Civil Engineering and Development Department (PM(N), CEDD);

  (ii) Commissioner for Transport (C for T);

  (iii) Commissioner of Police (C of P); and

  (iv) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

Recommended Advisory Clauses

(a) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department that the access road connecting the Site and Sha Tau Kok – Lung Yeuk Tau is not maintained by Highways Department;

(b) to note the comments of the Director of Leisure and Cultural Services:

  (i) the proposed 1.5m footpath with temporary pedestrian railings should not encroach on the land of LCSD's venue, namely Kwan Tei Children's Playground;

  (ii) adequate pedestrian railings and road management devices/measures should be installed to ensure no trespassing of the venue's users from the entrances to the proposed new road; and

  (iii) public consultation to collect more views and local sentiment on the application is deemed necessary for consideration;

(c) to note the comments of the Commissioner for Transport that the proposed footpath arrangement near to the Kwan Tei Children's Playground and the proposed vehicular access to the Site should be consulted with relevant parties and departments, and the management and maintenance responsibility of the vehicular access should be identified and agreed;

(d) to note the comments of the Director of Agriculture, Fisheries and Conservation that good site practice should be implemented so as not to pollute the watercourse nearby;

(e) to note the comments of the Director of Environmental Protection (DEP) to follow the environmental mitigation measures as set out in the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" issued by DEP in order to minimize any possible environmental nuisances. The applicant should oblige to comply with all environmental protection/pollution control ordinances, in particular the Water Pollution Control Ordinance;

(f) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works;

(g) to note the comments of the Project Manager (North), North Development Office, Civil Engineering and Development Department that the proposed application is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. Hence, the application if approved, may need to be vacated for the site formation works subject to the land use planning in the P&E Study;

(h) to note the following comments of the Chief Engineer/Mainland North, Drainage Services Department:

  (i) surface channel with grating covers should be provided along the site boundary;

(ii) a drainage plan should be provided clearly showing the size, levels and routes of the proposed drainage. The details (invert level, gradient, general sections etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided;

(iii) the cover levels of proposed channels should be flush with the existing adjoining ground level;

(iv) a catchpit with covers should be provided where there is a change of direction of the channel/drain. The details of the catchpit with covers shall be provided;

(v) catchpits with sand trap shall be provided at the outlets of the proposed drainage system. The details of the catchpit with sand trap should be provided;

(vi) the applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the Site. He should also ensure that the flow from the application site will not overload the existing drainage system;

(vii) the applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the site to be intercepted by the drainage system of the site with details to be agreed by Drainage Services Department, unless justified not necessary;

(viii) the proposed drainage works, whether within or outside the site boundary, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation.at his/her own expense;

(ix) the applicant is reminded that all existing flow paths as well as the run-off falling onto and passing through the site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the subject site any time during or after the works;

(x) for works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from District Lands Officer/North, Lands Department and/or relevant private lot owners;

(xi) the applicant should make good all the adjacent affected areas upon the completion of the drainage works;

(xii) the applicant shall allow all time free access for the Government and its agent to conduct site inspection on his completed drainage works;

(xiii) the applicant and the successive lot owners shall allow connections from the adjacent lots to the completed drainage works on Government Land when so required; and

(xiv) photos should be submitted clearly showing the current conditions of the area around the site, the existing drainage/flowpaths around the site, the proposed drainage from

the site to the downstream existing watercourse and the existing watercourse at about 20m intervals. The locations of the camera and the direction of each photo should also be indicated on a plan; and

(i) to note the following comments of the Director of Fire Services:

(i) in consideration of the design/ nature of the proposed use, the applicant is advised to submit relevant layout plans incorporated with the proposed fire service installations (FSIs) to his satisfaction;

(ii) the applicant should be advised that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy and the location of where the proposed FSI to be installed should be clearly marked on the layout plans; and

(iii) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and

(j) to note the following comments of the Chief Building Surveyor/ New Territories West, Buildings Department:

(i) if the existing structures are erected on leased land without approval of the Buildings Department (BD) (not being a New Territories Exempted House), they are unauthorised under the Buildings Ordinance (BO) and should not designated for any approved use under the captioned application;

(ii) before any new building works are to be carried out on the Site, the prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System. Otherwise they are unauthorized buildings works (UBW). An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;

(iii) for UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;

(iv) if the proposed use under application is subject to issue of a licence, any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licencing authority;

(v) any temporary shelters or converted containers for storage or office, canteen or other uses are considered as temporary buildings are subject to the control of Part VII of the Building (Planning) Regulations (B(P)R);

(vi) the Site shall be provided with means of obtaining access thereto from a street under Regulation 5 of P(P)R and emergency vehicular access shall be provided under Regulation 41D of B(P)R;

(vii) if the Site is not abutting on a specific street having a width not less than 4.5m wide, the development intensity shall be determined by BA under B(P)R 19(3) at building

plan submission stage;

(viii) in general, there is no requirement under the BO in respect of provision of car parking spaces for a proposed development. However, the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under the B(P)R 72 and Division 3 of Design Manual: Barrier Free Access 2008; and

(ix) formal submission under the BO is required for any proposed new works, including any temporary structures and site formation works like filling of pond or land. Detailed comments under BO will be provided at formal building plans submission stage.

Appendix V1

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/NE-LYT/766

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

反對

「提意見人」姓名/名稱 Name of person/company making this comment 侯志強

簽署 Signature [signature] 日期 Date 29 JUL 2022

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220805-161711-77239
提交限期 **Deadline for submission:**	12/08/2022
提交日期及時間 **Date and time of submission:**	05/08/2022 16:17:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-LYT/766
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ka Hing

意見詳情
Details of the Comment :

反對，郊區設停車場必會增加附近車輛出入流量，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全及生活質數。

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
之臨時公眾停車場規劃申請

本人得知申請人向城規會提交上述申請，因此特意寫信支持，原因如下：

1. 善用荒廢土地，提供停車位以滿足居民需要；
2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黃志光

簽署:

日期: 2022-08-07

RECEIVED
11 AUG 2022
Town Planning Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 胡昭容

簽署: 胡昭容

日期: 07-08-2022

RECEIVED
11 AUG 2022
Town Planning Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 刘峻傑

簽署: Joly

日期: 5-8-2022

RECEIVED
11 AUG 2022
Town Planning Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 吳仕光

簽署: 吳仕光

日期: 6-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 潘廣洪

簽署: 潘

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 叶进昇

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 戴貴聰

簽署: 貴

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 徐耀文

簽署: 徐耀文

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 譚炳林

簽署:

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 蔡華進

簽署: 蔡華進

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 呂福江

簽署: 呂福

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黎國明

簽署:

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
之臨時公眾停車場規劃申請

本人得知申請人向城規會提交上述申請，因此特意寫信支持，原因如下：

1. 善用荒廢土地，提供停車位以滿足居民需要；
2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黃理願

簽署: 黃

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 劉明誠

簽署:

日期: 5-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 譚進林

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 楊華端

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 麥錦波

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黃家暉

簽署: 黃家暉

日期: 2022/08/05

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 陳智雄

簽署: 陳智雄

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 潘紫琳

簽署: 潘紫琳

日期: 05/08/2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黎志峰

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黃橋順

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鄺耀洪

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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2. 有助改善村內泊車問題，減少路旁違例泊車；及

3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 廖錦珊

簽署:

日期: 2022/08/06

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 吳翠霞

簽署: 吳翠霞

日期: 4-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鄭某先

簽署: 鄭

日期: 04-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 許 燁
簽署: 許
日期: 4-8-2022

RECEIVED
11 AUG 2022
Town Planning Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 梁朗軒

簽署:

日期: 2.8.22

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 曾兆嵐

簽署:

日期: 2-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 馬家棟

簽署:

日期: 2.8.2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 潘錦華
簽署: 潘錦華
日期: 1/8/2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 陳家耀

簽署: 陳

日期: 2.8.22

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鄭家榮

簽署: 榮

日期: 2-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 麥志
簽署:
日期: 2022-8-2

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 伍富豪

簽署:

日期: 2 - 8 - 2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 李漢東

簽署: 東

日期: 2-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
之臨時公眾停車場規劃申請

本人得知申請人向城規會提交上述申請，因此特意寫信支持，原因如下：

1. 善用荒廢土地，提供停車位以滿足居民需要；
2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鄭燕儀

簽署:

日期: 2-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鄧成童

簽署: 童

日期: 1-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黃啟賢

簽署:

日期: 2-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黃浩賢

簽署: 浩

日期: 2-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 劉錦昌

簽署: 劉

日期: 1.8.2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: LEE WAI FUN

簽署: _____

日期: 1-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 关笑儀

簽署: 关笑儀

日期: 01-08-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 張所所家

簽署: 張

日期: 01-08-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鍾國根

簽署:

日期: 1-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 朱美花

簽署:

日期: 1/8/2022

RECEIVED
11 AUG 2022
Town Planning Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 吳美琼

簽署: 吳美琼

日期: 1-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 羅美欣

簽署: 羅美欣

日期: 1.8.2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 曾連歐

簽署: 曾

日期: 11/8/2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 石麗荊

簽署:

日期: 11/8/2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 孫榮雄

簽署:

日期: 1.8.2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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因此，本人懇請城規會盡快批准上述申請。

姓名: Au Wai Che

簽署:

日期: 2022-08-01

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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因此，本人懇請城規會盡快批准上述申請。

姓名: 罗受茵

簽署: [signature]

日期: 01-08-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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因此，本人懇請城規會盡快批准上述申請。

姓名: Leung Siu Chung
簽署:
日期: 01-08-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 李焯榮

簽署:

日期: 30-07-022.

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 陳偉鏘
簽署: 陳偉鏘
日期: 2022年7月30日

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 王仰德

簽署:

日期: 2022/7/30

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 劉有鄉

簽署:

日期: 30-07-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 麥安

簽署:

日期: 30/7/2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鄧毅

簽署:

日期: 2022/7/30

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關龍躍頭及軍地南 (83 約地段第 466 號 (部分))
之臨時公眾停車場規劃申請

本人得知申請人向城規會提交上述申請，因此特意寫信支持，原因如下：

1. 善用荒廢土地，提供停車位以滿足居民需要；
2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鍾鑑業

簽署:

日期: 2022/7/30

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 鍾浩仁

簽署:

日期: 2020/7/30

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 李開榮

簽署: 李開榮

日期: 30-7-22

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 葉[illegible]

簽署: 葉[illegible]

日期: 30-7-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 官家龍

簽署: 官家龍

日期: 7-8-22

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 吳丹瑜

簽署: 瑜

日期: 7-8-2022

RECEIVED
11 AUG 2022
Town Planning Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 梁錦棠

簽署: Tony

日期: 7-8-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 劉昭彤

簽署: 劉昭彤

日期: 07-08-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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2. 有助改善村內泊車問題，減少路旁違例泊車；及

3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 吳敏瑤

簽署: Man

日期: 07-08-2022

RECEIVED
11 AUG 2022
Town Planning
Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: TANG LAI HA

簽署: HA

日期: 7-8-2022

RECEIVED
11 AUG 2022
Town Planning Board

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: LAU CHI WA

簽署:

日期: 07 09 2022

RECEIVED
11 AUG 2022
Town Planning Board

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: WONG YUEN HAN

簽署:

日期: 7-08-2022

申請編號：A/NE-LYT/766

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: LAU CHUN KAI

簽署:

日期: 07 Aug 2022

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

A/NE-LYT/766 DD 83 Kwan Tei
10/08/2022 03:25

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

1 attachment

Kwan Tei - Google Maps.pdf

~~A/NE-TKL/766~~

Lot 466 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 2,009sq.m

Zoning : "Agriculture"

Applied Development : 63 Vehicle Parking

Dear TPB Members,

Application 718 643rd RNTPC MEETING ON 06.03.2020

After deliberation, the Committee decided to reject the application. The reasons were :

"(a) the proposed development is not in line with the planning intention of the "Agriculture" zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis; and

(b) the applicant fails to demonstrate that the development would not cause adverse traffic impact on the surrounding areas."

But the operation went ahead anyway, apparently on a reduced footprint.

Members should question if any enforcement action was taken as there are in fact two parking lots close to the pond that should be protected.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 21 November 2019 3:28 AM CST
Subject: A/NE-LYT/718 DD 83 Kwan Tei

A/NE-LYT/718

Lot 466 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 3,400sq.m

Zoning : "Agriculture"

Applied Development : 63 Vehicle Parking

Dear TPB Members,

711 was withdrawn.

Previous objections applicable.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Monday, August 19, 2019 3:09:59 AM
Subject: A/NE-LYT/711 DD 83 Kwan Tei

A/NE-LYT/711
Lot 466 (Part) in D.D.83, Kwan Tei, Fanling
Site area : About 6,300m²
Zoning : "Agriculture"
Applied Use : 134 Vehicle Parking

Dear TPB Members,

This is obviously a **DESTROY TO BUILD** application as much of the site is vegetated.

Almost 50sqmts per vehicle? Certainly not private cars, this is intended for container vehicle parking. There is already a small parking facility on the triangle to the right of the site, large enough to accommodate any local parking needs.

There is currently agricultural activity in the immediate area. Members cannot justify the concreting over of such a large site of arable land.

Mary Mulvihill

Google Maps Kwan Tei

Imagery ©2022 CNES / Airbus, Maxar Technologies, Map data ©2022 20 m

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KFBG's comments on six planning applications
11/08/2022 13:48

From: EAP KFBG <eap@kfbg.org>
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

6 attachments

220811 s16 TKL 706.pdf 220811 s16 LYT 766.pdf 220811 s12a KTS 17c.pdf 220811 s12a ST 1.pdf
220811 s12a NSW 7c.pdf 220811 s12a LFS 12.pdf

Dear Sir/ Madam,

Attached please see our comments regarding six applications. There are six pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

11th August 2022. **By email only**

Dear Sir/ Madam,

Proposed Temporary Public Vehicle Park (Private Car and Light Goods Vehicle Only) for a Period of 3 Years
(A/NE-LYT/766)

1. We refer to the captioned.

2. The site is within Agriculture (AGR) zone. Based on our recent on-site observation, the site is still largely vegetated (**Figure 1**), indicating that it may still be suitable for cultivation.

3. According to the information from the Statutory Planning Portal 2 website, there is a rejected application for 'Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years' (A/NE-LYT/718)[1] covering the current application site; the reasons for rejection are reproduced below:

> *(a) the proposed development is not in line with the planning intention of the "Agriculture" zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis; and*
>
> *(b) the applicant fails to demonstrate that the development would not cause adverse*

[1] https://www1.ozp.tpb.gov.hk/gist/apply/en_tc/A_NE-LYT_718_TC.pdf

traffic impact on the surrounding areas.

4. We urge the Board to reject this application as it is not in line with the planning intention of the AGR zone and the site may still be largely arable.

5. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

Figure 1. The application site and its surroundings.

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規劃許可申請A/NE-LYT/766的公眾意見
12/08/2022 16:21

From: jason chan [redacted]
To: tpbpd@pland.gov.hk
File Ref:

申請人的批核書申請書及其附上圖表/相關文件已查閱

就題目中的申請有以下建議或查詢

申請人只在報告中確保工程及在使用期間除了不污染旁邊的水塘，申請人亦應確保西南方的河流在工程及使用期間不被污染。

申請人的計劃書中只提及有關車路會用碎石，並不會有填土工程，但其未提及泊車場的停車位物料。要求申請人就有關停車場面的物料提供資料，是否永久物料或會造成污染的物料。並確保工程期間並不會有填土

要求申請人確保申請書中的承諾，停車場內的現有樹木不會被砍伐

要求申請人確保與水體有三米set back

要求康文署就軍地移動遊樂場外設置臨時行人通道及停車場出入口提供意見

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

A/NE-LYT/766 規劃申請提出意見
12/08/2022 22:10

From: jason chan [redacted]
To: tpbpd@pland.gov.hk
File Ref:

1 attachment

comment_form_ANE-LYT766.pdf

致城市規劃委員會
本人現就新界粉嶺軍地申請編號 A/NE-LYT/766 提出意見，煩請查看附件。謝謝
祝身體健康
陳先生

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/NE-LYT/766

意見詳情（ 如有需要，請另頁說明 ）
Details of the Comment (use separate sheet if necessary)

申請人只提到在確保在工程及使用期間不污染旁邊的水塘，但申請者亦應確保西南方的河流在工程及使用期間不被污染及阻塞。

申請人沒有提及泊車場的場地物料是否永久物料或會否引致污染的物料，並需確保工程期間不會有填土。

因該申請地點附近的路面已有下陷的情況，申請人没有提及在工程及使用期間會否加深路面下陷的情況及會否影響附近村民使用該路段。

要求申請人確保申請書承諾，泊車場內的現有樹木不會被砍伐。

要求申請人確保與河道及水體最少有三米距離。

要求申請人確保工程及使用期間不會更改河道及填土影響排水引致水浸。

要求相關政府部門康文署及運輸署就軍地移動遊樂場外設置臨時行人路及泊車場出入口提供意見。

「提意見人」姓名／名稱 Name of person/company making this comment Jason Chan

簽署 Signature Jason 日期 Date 12 Aug 2022

RECEIVED
12 AUG 2022
Town Planning Board

79

Attn: 2877 0245 P.1/2

敬啟者:

本人對方:申請編號:A/NE-LYT/766方:新界米埔鐵軍地丈量約第83約地段第466號(部分)之擬臨時公眾停車場(大限停泊私家車及輕型貨車)(為期3年)規劃」許可申請有以下意見:

1. 有關停車場佈局(Car Parking Layout)

1.1 建議定期或突擊視察有否"填泥":

根據"Planning statement"第三頁,(i) Car Parking Layout,... Wild grass will be removed and no land filling will be involved for the proposed car park so that the application site could be easily reinstated upon expiry of the "planning permission (if obtained)..."意思即野草將被移除,沒有土地堆填將會包括在該擬建議停車場內以讓該申請地點更易恢復(如申請已獲得)"所以申請人承諾該擬停車場將不會進行俗稱"土泥堆填"的工程,因此建議委員會要求相關政府部門定期或突擊視察以確定沒有進行"填泥"。因"填泥"之泥土會有滑落,將對該申請地點旁之河道做成淤塞的風險,引致水浸並對附近民居做成影響。

Attn: 2877 0245 P.2/2

1.2 或對遊樂場與魚塘之間之道路做成地陷風險及建議

擬議停車場之出入口為近遊樂場與魚塘之間的小路，因日久失修，已有輕微下陷之情況。之前魚塘旁及近幾年間之極端天氣，有土地被作為非規劃之停車場，車位總數為二十至三十左右，雖然有一兩架數大型之貨車停泊，但其他則為私家車及少量輕型貨車。而擬議之停車場，車位總數是63，是先前的一倍。該段小路有否足夠承重能力？若有任何情況，將會對停車場使用者、旁之足球場及遊樂場使用者做成風險。但該路段臨近魚塘，若建造足夠承重之道路，運價會較昂貴，會否以減少車位數量作為折衷，以平衡居民需求及實際安全風險。

2. 結語

總括而言，興建此擬建停車場以滿足居民需求事在必行，但亦要平衡對河道的潛在影響及防止可能出現的安全隱患。

謹祝 合安！

此致

城市規劃委員會

對地居民

黃麗芳謹啟

12/8/2022

8o

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A/NE-LYT/766 規劃申請提出意見
12/08/2022 22:22

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

1 attachment

comment_form_ANE-LYT766.pdf

致城市規劃委員會
申請人的批核書申請書及其附上圖表/相關文件已查閱

本人現就新界粉嶺軍地申請編號 A/NE-LYT/766 提出意見，煩請查看附件。
賴先生

80

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/NE-LYT/766

意見詳情（ 如有需要，請另頁說明 ）
Details of the Comment (use separate sheet if necessary)

申請人只提到在確保在工程及使用期間不污染旁邊的水塘，但申請者亦應確保西南方的河流在工程及使用期間不被污染及阻塞。

申請人沒有提及泊車場的場地物料是否永久物料或會否引致污染的物料，並需確保工程期間不會有填土。

因該申請地點附近的路面已有下陷的情況，申請人沒有提及在工程及使用期間會否加深路面下陷的情況及會否影響附近村民使用該路段。

要求申請人確保申請書承諾，泊車場內的現有樹木不會被砍伐。

要求申請人確保與河道及水體最少有三米距離。

要求申請人確保工程及使用期間不會更改河道及填土影響排水引致水浸。

要求相關政府部門康文署及運輸署就軍地移動遊樂場外設置臨時行人路及泊車場出入口提供意見。

「提意見人」姓名／名稱 Name of person/company making this comment Seraph Lai

簽署 Signature Seraph 日期 Date 12 Aug 2022

RECEIVED
12 AUG 2022
Town Planning Board

81

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	221104-162440-55287
提交限期 **Deadline for submission:**	22/11/2022
提交日期及時間 **Date and time of submission:**	04/11/2022 16:24:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-LYT/766
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ka Hing

意見詳情
Details of the Comment :

反對，郊區設停車場必會增加附近車輛出入流量，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全及生活質數。

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致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
A/NE-LYT/766 Received on 24/10/2022

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

強烈反對

「提意見人」姓名/名稱 Name of person/company making this comment 侯志強

簽署 Signature _____ 日期 Date 2022.11.8

H+S 72 Seq 1

83

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Fwd: A/NE-LYT/766 DD 83 Kwan Tei
20/11/2022 02:36

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

1 attachment

Kwan Tei - Google Maps.pdf

Dear TPB Members,

The proposal to transplant some of the trees is alarming. An operator of a parking facility will certainly not want to cover the considerable cost involved in SUCCESSFUL transplantation. And then there is the issue of possible contamination of the stream from the run off from the paved area during rainy season.

Previous objections upheld. The intention is clearly to clear the lots for future development.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Wednesday, 10 August 2022 3:25 AM CST
Subject: A/NE-LYT/766 DD 83 Kwan Tei

A/NE-TKL/766

Lot 466 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 2,009sq.m

Zoning : "Agriculture"

Applied Development : 63 Vehicle Parking

Dear TPB Members,

Application 718 643rd RNTPC MEETING ON 06.03.2020

After deliberation, the Committee decided to reject the application. The reasons

were :

"(a) the proposed development is not in line with the planning intention of the "Agriculture" zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis; and

(b) the applicant fails to demonstrate that the development would not cause adverse traffic impact on the surrounding areas."

But the operation went ahead anyway, apparently on a reduced footprint.

Members should question if any enforcement action was taken as there are in fact two parking lots close to the pond that should be protected.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 21 November 2019 3:28 AM CST
Subject: A/NE-LYT/718 DD 83 Kwan Tei

A/NE-LYT/718

Lot 466 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 3,400sq.m

Zoning : "Agriculture"

Applied Development : 63 Vehicle Parking

Dear TPB Members,

711 was withdrawn.

Previous objections applicable.

Mary Mulvihill

From: [redacted]

To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Monday, August 19, 2019 3:09:59 AM
Subject: A/NE-LYT/711 DD 83 Kwan Tei

A/NE-LYT/711
Lot 466 (Part) in D.D.83, Kwan Tei, Fanling
Site area : About 6,300m²
Zoning : "Agriculture"
Applied Use : 134 Vehicle Parking

Dear TPB Members,

This is obviously a **DESTROY TO BUILD** application as much of the site is vegetated.

Almost 50sqmts per vehicle? Certainly not private cars, this is intended for container vehicle parking. There is already a small parking facility on the triangle to the right of the site, large enough to accommodate any local parking needs.

There is currently agricultural activity in the immediate area. Members cannot justify the concreting over of such a large site of arable land.

Mary Mulvihill

Google Maps Kwan Tei

Imagery ©2022 CNES / Airbus, Maxar Technologies, Map data ©2022 20 m